

*Lewiston Riverside Greenway
Feasibility Study*



*Proposed by
The City of Lewiston
To
The Maine Department of Transportation
June 2002*

*Prepared by
The Androscoggin Transportation Resource Center*



Department of Public Services

Christopher C. Branch, P.E.
Director

Kevin A. Gagne
Deputy Director



August 4, 2004

Mr. Duane Scott
Transportation Enhancement Coordinator
Maine Department of Transportation
Bureau of Planning
16 State House Station
Augusta, ME 04333-0016

RE: 2006 – 2007 Transportation Enhancement Program Application for Lewiston
Riverside Greenway

Dear Mr. Scott:

The subject project was included in the 04 – 05 BTIP to develop preliminary engineering and determine right of way requirements.

The City is requesting that the project application be modified to represent the increase in funding of \$100,000 required to complete preliminary engineering and determine right of way requirements.

ATRC has informally endorsed all the enhancement applications and will be sending you a letter after their next Policy Committee meeting.

Sincerely,

Richard C. Burnham, P.E.
City Engineer

M:\Projects\MDOT\2006 - 2007 Enhancement Program Application\Application Cover Letter to DOT Lewiston Riverside
Greenway.doc

P.O. Box 479 * 103 Adams Avenue * Lewiston, ME * 04243-0479 * Tel. 207-784-5753 * Fax 207-784-5647

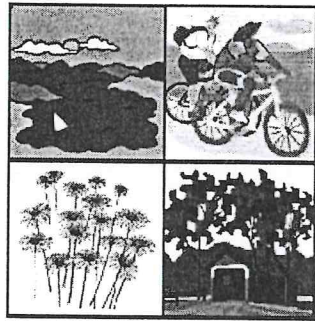
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The City of Lewiston does not discriminate against or exclude individuals from its municipal facilities, and/or in the delivery of its programs, activities and services based on an individual person's ethnic origin, color, religion, sex, age, physical or mental disability, veteran status, or inability to speak English. For more information about this policy, contact or call Compliance Officer Mike Paradis at (v) 207-784-5753, (TTY) 207-784-5999, or email mparadis@ci.lewiston.me.us.

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Maine Department of Transportation
TRANSPORTATION ENHANCEMENT PROGRAM

Application for Funds
FY 2006-2007

Only complete applications will be accepted – 7 copies are requested

Section 1 – Applicant/Sponsor Information		
Applicant/Sponsor's Agency/Organization - Must indicate one of the following: <input type="checkbox"/> State Agency <input checked="" type="checkbox"/> Municipal/County Govt. <input type="checkbox"/> MPO <input type="checkbox"/> Quasi/Governmental Agency <input type="checkbox"/> Other (Specify)		
Applicant/Sponsor's Agency/Organization Name: City of Lewiston		
Contact Person: Al Richard	Title: Project Engineer	
Daytime Phone: 207-784-5753 Ext. 204	Fax #: 207-784-5647	
E-Mail Address: arichard@ci.lewiston.me.us		
Mailing Address: Lewiston Public Services, 103 Adams Ave.		
City: Lewiston	State: ME	Zip: 04240

The applicant/sponsor recommends that this project be selected for funding through the Transportation Enhancement Program and attests a commitment to the project's development, implementation, construction, maintenance, management, and financing:

Authorized Signature

Title

Date

This signature indicates the willingness of the project applicant/sponsor to provide the designated level of matching funds and its willingness to enter into a municipal/state agreement with the Department requiring the applicant/sponsor to administer the development, design, and construction of the project abiding to Federal, State, and Local requirements. The applicant will also be responsible for future maintenance of the completed project. Note that design should meet all applicable Federal and State Standards and ADA Guidelines.

Section 2 - Eligibility Criteria

NOTE: For help at any time, please refer to the MaineDOT Contact Information found in Attachment 1, or call Duane Scott at (207) 624-3300.

Eligible Category - Check (✓) all that apply:

- ☒ Bicycle/Pedestrian
- ☐ Environmental
- ☐ Historic
- ☐ Scenic/Landscape
- ☐ Other

Other Eligibility Considerations:

Is this project located within a Metropolitan Planning Organization (MPO)? ☒ Yes ☐ No ☐ N/A
(If Yes, this project must be coordinated with the appropriate MPO - see Attachment 1.)

Does the project have the endorsement of your local governing body? ☐ Yes ☐ No
(If Yes, a letter of endorsement must be included.)

Does the project have community/public support? ☒ Yes ☐ No
(If Yes, letters of endorsement must be included.)

Is the municipality willing to become LPA Certified and enter into a municipal/state agreement with the Department requiring the municipality to administer the development, design, construction, and maintenance of the project abiding to Federal, State, and Local requirements?
(See Page 1, Attachment 2 and Attachment 3.) ☒ Yes ☐ No

Is the municipality prepared to assume responsibility to acquire and furnish any additional rights-of-way necessary to construct and maintain the project?
(See Article II, Section I, Item 3 of Attachment 2.) ☒ Yes ☐ No

VISION
2025 Bicycle and Pedestrian Plan
for the
Greater Lewiston-Auburn Region



This vision has been developed and endorsed by the Androscoggin Transportation Resource Center (formerly LACTS) for public review. Its purpose is to promote public dialogue and feedback for incorporation into L-A Links, the transportation plan for the Lewiston-Auburn region in 2025. The final plan to be proposed for adoption by local communities in 2003 will list only strategies that can realistically be implemented over the next 20 years based on anticipated public and private resources.

I. Education

Educate the public on the benefits of bicycling and walking for achieving community goals concerning transportation, environment, health care, economic development, education, tourism, and overall quality of life.

- 1. Goal:** *Build public consensus for bicycling and walking as an important public priority and personal ethic.*
- Institutionalize bicycling and walking as part of the goals, strategies, agendas, and activities of government and public and private agencies
 - Employ a variety of media to educate residents and policymakers
 - Quantify and market health, environmental, and economic benefits of bicycling and walking
 - Research and publicize success stories from other communities
 - Generate a broad base of resources for implementation of the plan, including federal and state grants, local capital improvement dollars, impact fees, user fees, and public/private partnerships with businesses, schools, hospitals, and other institutions
- 2. Goal:** *Engage area residents, schools, and businesses in the planning, implementation and maintenance of bicycle/pedestrian facilities.*
- Make presentations to local government, schools, businesses, and community groups
 - Provide technical assistance to engage school and community groups as trail stewards
 - Develop a unified mailing list of area advocates
 - Enlist schools, businesses, neighborhoods, and public and private institutions in adopting and implementing strategies and projects outlined in the plan
 - Celebrate the completion of new facilities

II. Encouragement

Encourage residents and visitors to bicycle and walk to meet their daily needs for transportation and recreation.

- 1. Goal:** *Increase public awareness of the location of bicycle and pedestrian facilities.*
- Develop a uniform identity through logo and signage
 - Develop and distribute a regional map of the bicycling/walking network
 - Develop and promote guided tours to increase residents' familiarity with facilities
- 2. Goal:** *Increase consideration of walking and bicycling as convenient modes of transportation for short trips of two miles or less.*
- Encourage workplace policies that support alternative commuting
 - Promote bicycling and walking as transportation to school
 - Encourage wellness programs to incorporate bicycling and walking
 - Encourage residents to bicycle and walk to community festivals
 - Provide adequate bicycle parking in designated activity centers
 - Accommodate bicycles on buses and trains



III. Engineering

Develop a seamless network of bicycle and pedestrian facilities that connects neighborhoods, downtowns, schools, parks, workplaces, shopping areas, and intermodal hubs.

1. *Goal: Plan, design, and build bicycle and pedestrian routes that are safe, direct, affordable, attractive, and accessible to residents of all ages and ability levels.*
- Provide sidewalks and bikeways on designated public rights-of-way appropriate to their street classification, traffic volume, width, and speed (over 300 miles of bikeways are currently proposed)
 - Provide multi-use pathways where improvements on public rights-of-way are not practicable (40 miles are currently proposed)
 - Require consideration for sidewalks, paved shoulders, and bicycle parking in transportation projects and new residential and commercial development
 - Adopt uniform engineering standards to guide the design and construction of facilities
 - Inventory public rights-of-way to evaluate their potential for use as off-road trail facilities
 - Monitor transportation projects in surrounding communities to ensure connectivity
2. *Goal: Integrate planning for bicycle and pedestrian facilities with transportation and land-use planning at the municipal and regional levels.*
- Revise local scoring criteria for federally-funded transportation projects
 - Consider bicycle/pedestrian facilities in all transportation planning studies and at the design/engineering phase of all transportation projects
 - Adopt land-use policies that enhance the physical environment for bicycling and walking (bicycle parking, access management, pedestrian amenities, and compact development)

IV. Enforcement and Safety

Create a safe environment for bicycling and walking that encourages lawful and responsible behavior which reduces the number and severity of injuries.

1. *Goal: Encourage responsible and lawful behavior among pedestrians, bicyclists, motorists, and other residents.*
- Pinpoint and address high accident locations
 - Update city ordinances related to the safety of bicyclists and pedestrians
 - Deliver safety programs in schools
 - Incorporate bicycle and pedestrian laws into driver education programs
 - Reduce violence against bicyclists and pedestrians
2. *Goal: Implement physical changes that enhance the environment for walking and bicycling.*
- Address turning conflicts among pedestrians, bicyclists, and motor vehicles at designated intersections (crosswalks, pedestrian signals, loop detectors, no right turn on red)
 - Address site-specific barriers that discourage students from walking and bicycling to school (sidewalks, bicycle lanes, crosswalks)
 - Develop a priority list of sidewalks, bikeways, and pathways for winter and spring maintenance
 - Participate in the Maine Department of Transportation’s Spot Me program

For more information about the bicycle and pedestrian plan, including presentations, tours, and participation in the planning process, please contact Caroline Allam, Planner, Androscoggin Transportation Resource Center, 125 Manley Road, Auburn, Maine 04210. Tel: (207) 783-9186 or e-mail callam@avcog.org. For updates on L-A Links, please visit www.atrcmpo.org.



2025 Vision for Bicycling and Walking

Legend

Existing Bikeway

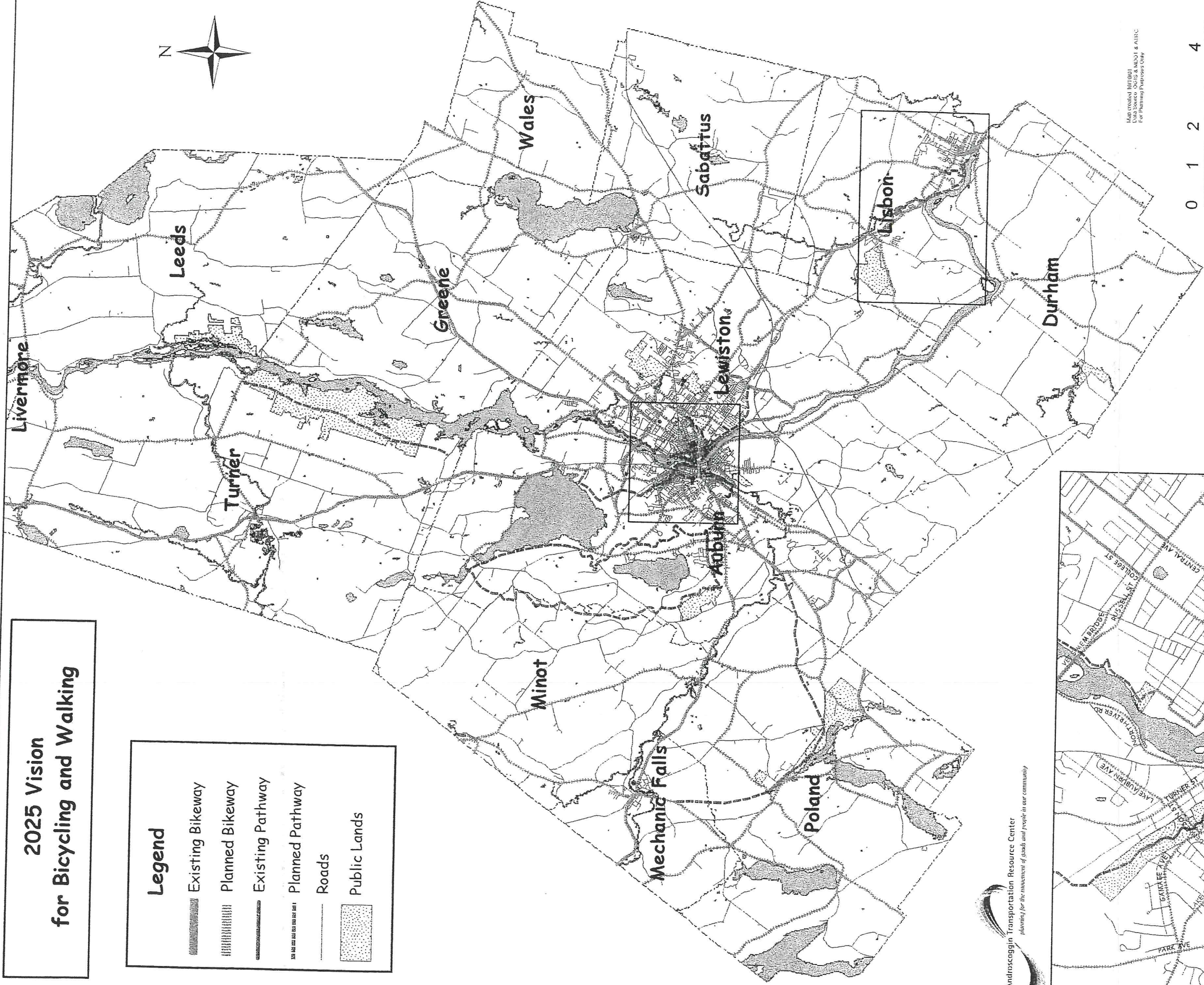
Planned Bikeway

Existing Pathway

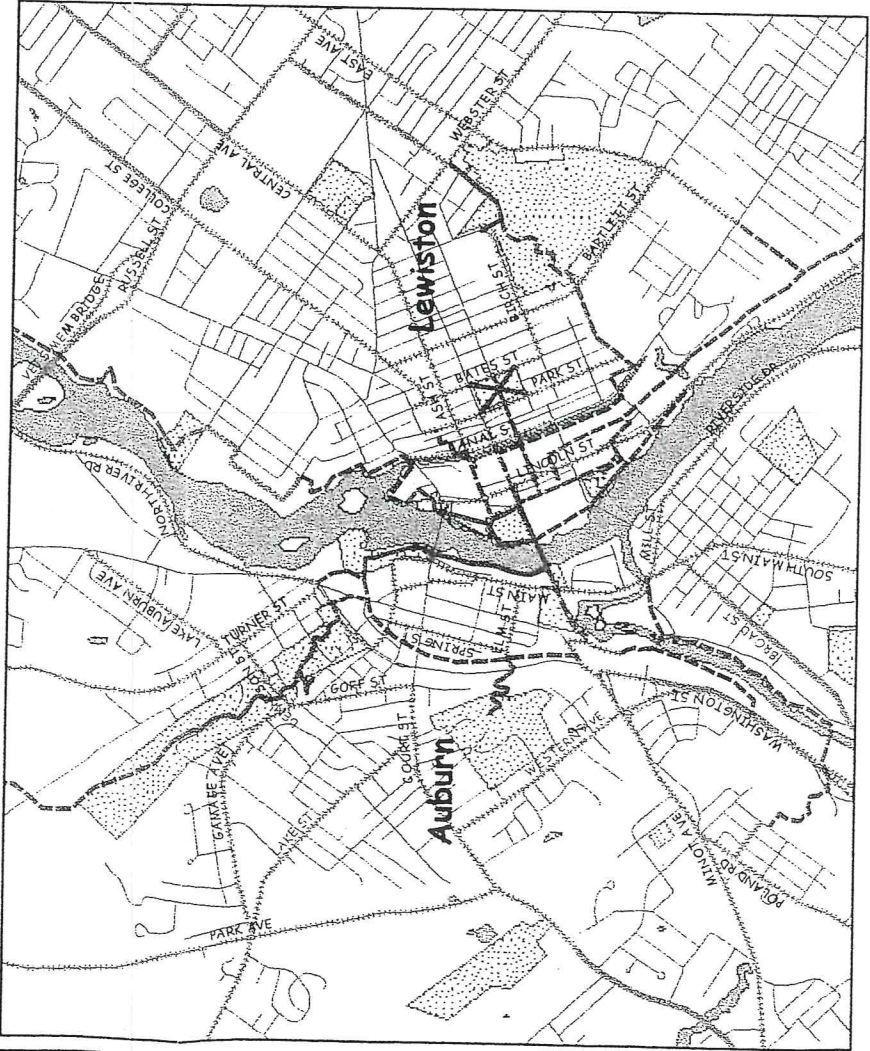
Planned Pathway

Roads

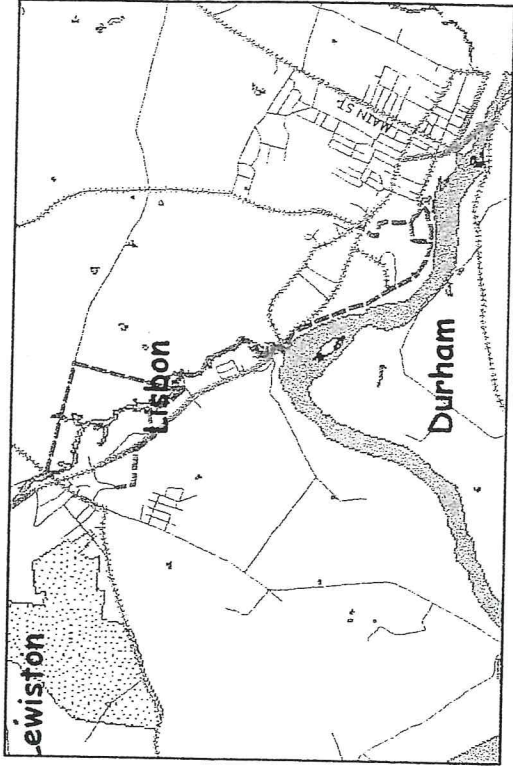
Public Lands




Androscoggin Transportation Resource Center
planning for the movement of goods and people in our community



Map created: 10/1/01
Data Source: GIS & MDT & AITC
For Planning Purposes Only



Section 3 - Project Information

Project Description (Questions a-d)

Project Name: Lewiston Riverside Greenway Feasibility Study

Project coordinator: Al Richard, P.E.
Lewiston Public Services
City of Lewiston
103 Adams Ave.
Lewiston, Maine 04240
(207) 784-5753 ext. 204
arichard@ci.lewiston.me.us

Project location/termini: From Heritage Park in downtown Lewiston, the route runs for 7.5 miles along the Androscoggin River and parallel to Main Street/Route 202. There are two termini: to the north, at the Gulf Island Dam located at the end of Switzerland Road; and to the east, at the College Street bikeway near Montello Street.

Detailed description of proposed activities:

The Lewiston Riverside Greenway is envisioned as a 7.5-mile corridor along the Androscoggin River that will enable residents, workers, and visitors to bicycle and walk to parks, cultural attractions, businesses, government offices, and shopping areas in downtown Lewiston and on outer Main Street. A preliminary route, with both on- and off-road segments, has been identified through initial surveying and field work conducted by the Androscoggin Transportation Resource Center.

The Lewiston Riverside Greenway begins at Heritage Park, the gateway to downtown Lewiston at the intersection of Main Street, Lincoln Street, and the James B. Longley Memorial Bridge. In its first mile, the trail winds through Lowell Square, a mixed use neighborhood that is home to the historic Libby Mill, Central Maine Medical Center, light industrial businesses, and single-family homes and duplexes. In the second mile, the trail enters a small pocket park owned by the city, where it continues along the river on the path of an existing sewer easement. Over the next two miles, the trail runs under the Vietnam Veteran's Memorial Bridge, crosses Jepson Brook, and passes through a mixed hardwood forest that opens onto rocky ledges and sandy beaches with scenic views of the Androscoggin River. At mile three, there are two spurs. The first option is to cross Stetson Brook and continue along the river for three miles to the Gulf Island Dam via Switzerland Road. Here a bridge will provide a crossing to North River Road in Auburn, which parallels the river back to downtown Auburn. The second option is to continue on-road through the Tall Pines apartment complex to Northwood Plaza and The Fairgrounds, home to a number of service and retail centers.

This application requests funds to conduct a feasibility study for the Lewiston Riverside Greenway to accomplish the following tasks:

- Continue data collection, including mapping and surveying to determine possible routes in light of environmental and neighborhood constraints
- Determine the final route, including secondary links and connections to Greene and Auburn
- Define preferred uses for the corridor, such as bicycling, walking, rollerblading, and cross country skiing
- Propose design treatments, including preferred surface type, necessary engineering structures, and cost estimates
- Identify locations for desired trail amenities, such as signage, benches, drinking fountains, and information kiosks
- Prioritize segments for funding and identify public and private funding sources
- negotiations with private landowners
- Conduct negotiations private landowners to acquire necessary right-of-way
- Clarify regulatory and legal issues, including compliance with the Americans with Disabilities Act and local, state and federal environmental laws
- Develop a maintenance plan for the corridor

Public outreach and community involvement will be a key component of the feasibility study. Indeed, the concept for the Lewiston Riverside Greenway has emerged from a number of planning processes over the last 10 years. In the early 1990's, the Androscoggin Land Trust championed a regional vision for a greenway along the Androscoggin River that extended from Lisbon to Turner, including the Lewiston riverfront. Public support for the concept has been loudly echoed through the City of Lewiston's Comprehensive Plan, Parks and Recreation Master Plan, and Downtown Master Plan as well as the 1995 Bicycle/Pedestrian Plan developed by the Lewiston-Auburn Comprehensive Transportation Study (LACTS). Over the last three years, L/A Excels, a strategic alliance of civic, business, and community groups, engaged over 1,000 people in identifying collaborative projects that would substantially improve quality of life in the Twin Cities. The establishment of a greenway along both sides of the Androscoggin River was selected as one of seven community development priorities. Most recently, the Androscoggin Transportation Resource Center (formerly LACTS) reaffirmed the need for a facility parallel to Route 202 in its 2025 Vision for Bicycling and Walking, which has been endorsed by its policy committee.

The Lewiston Riverside Greenway Feasibility Study will be managed by the City of Lewiston with assistance from a recognized consulting/engineering firm. A variety of stakeholders, including individuals, businesses, agencies, and community groups, have also been identified whose participation is vital to the study:

Category	Role	Example
Trail users	Ensure trail design that is safe, suitable and attractive to users of all ages and ability levels.	Local residents, including area children and seniors; Bates College students; employees at Bates Mill, L.L. Bean, Central Maine Medical Center (CMMC), Northwood Plaza, Fairgrounds, Marketplace Mall.
Community groups & advocates	Facilitate planning and use of the trail by residents, workers, and visitors.	LA Trails, Androscoggin Land Trust, L/A Excels, Bates Cycling Club, CMMC, St. Mary's Hospital, area bike shops, Horizons 55, downtown business association, Androscoggin County Chamber of Commerce.
Surrounding Businesses	Promote trail use with employees and customers and contribute to trail amenities and maintenance.	Hahnel Brothers, Androscoggin Home Care, Banknorth, L.L. Bean, CMMC, and tenants of the Bates Mill, Northwood Plaza, Fairgrounds, Marketplace Mall, and Auburn Mall.
Property Owners	Cooperate in trail routing, design, and safety.	Individual homeowners, Florida Power and Light, Schott Realty, Pier Properties, Riverside and St. Peter's cemeteries.
Government	Ensure trail design/construction is compatible with laws and standards for land use, transportation, and environmental protection.	City Council, Planning Board, Public Works, Parks and Recreation, Maine Department of Transportation, Maine Department of Environmental Protection.

The first step in the public process is to approach landowners to establish their willingness to participate in the development of the trail. Following contacts with landowners, the city will hold an initial public forum to re-introduce the project to the greater community. Data, maps and pictures gathered from survey work will be used to simulate a journey along the trail. The meeting will result in a set of guiding principles for the project as well as a list of concerns, assets, and liabilities that should be addressed through further planning and design. The meeting could be followed by a bike ride or site walk along the route.

Following the initial public forum, meetings will be held in neighborhoods along the route. The purpose of these meetings will be to focus on specifics of the trail route and design as it passes through each neighborhood, with attention to site specific concerns, assets, and liabilities. Local residents will be very knowledgeable regarding, for example, logical locations for additional access or improved lighting and safety. A secondary purpose of these meetings will be to enlist partners to provide trail amenities, perform maintenance, and promote its use. Participants will include mixed groups of stakeholders, such as the following:

Downtown/Lowell Square: Florida Power and Light, Banknorth, L.L. Bean, Central Maine Medical Center, and other residents, workers, and business owners.

Mid-town from Sunnyside Park to Strawberry Avenue: Riverside Cemetery, Androscoggin Home Care, Hahnel Brothers, Bates College, and other residents and business owners.

Outer Main Street: Tall Pines, Montello Manor, Florida Power and Light, St. Peter's Cemetery, tenants and workers of Northwood Plaza and the Fairgrounds, and Switzerland Road residents.

Auburn officials, residents, and businesses, especially downtown and in the area of North River Road, will also be invited to participate in public meetings.

With the involvement of the community, the feasibility study will result not only in a blueprint to build the trail but in a process that fosters public ownership for its development and maintenance.

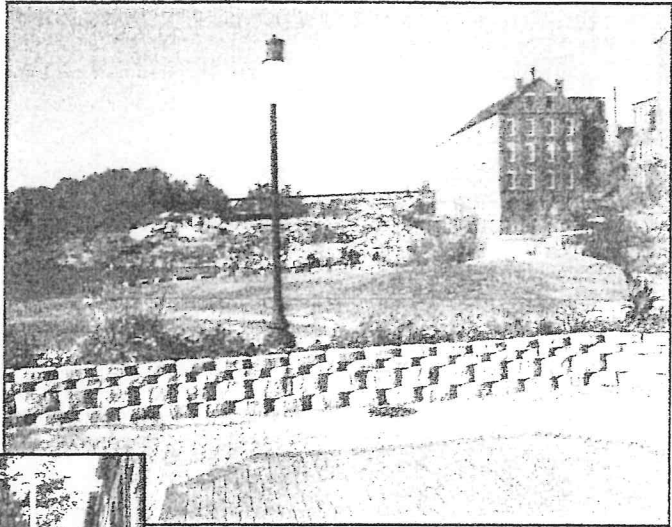


Lewiston Riverside Greenway Preliminary Route

Legend

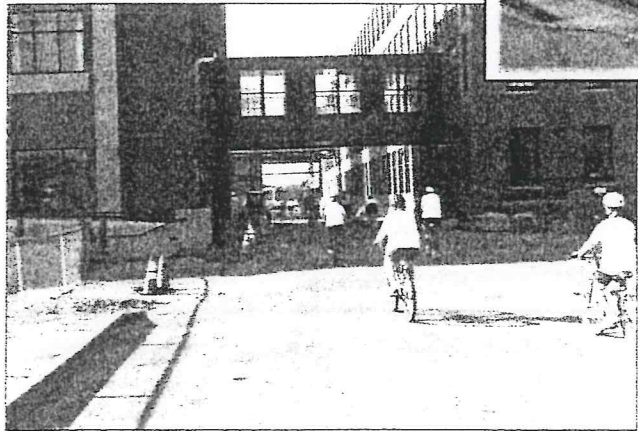
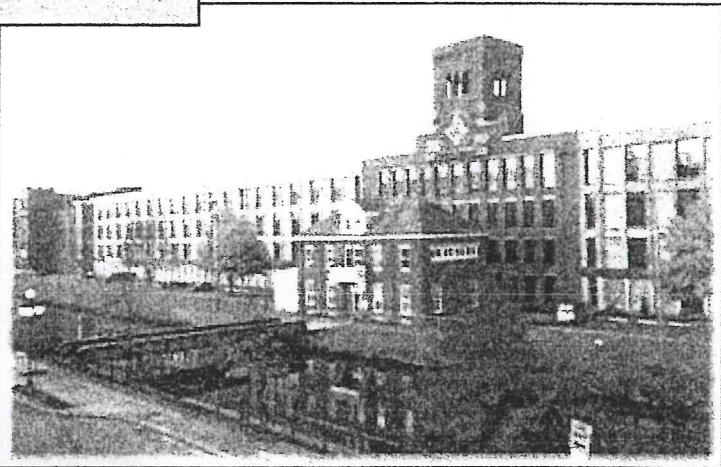
- On-road segment
- Off-road segment
- City Owned

The Lewiston Riverside Greenway begins at Heritage Park on Main Street in Lewiston. The Libby Mill, background, may soon become the site for a new convention center. The Great Falls, seen in the distance, are the symbolic heart of the Twin Cities.



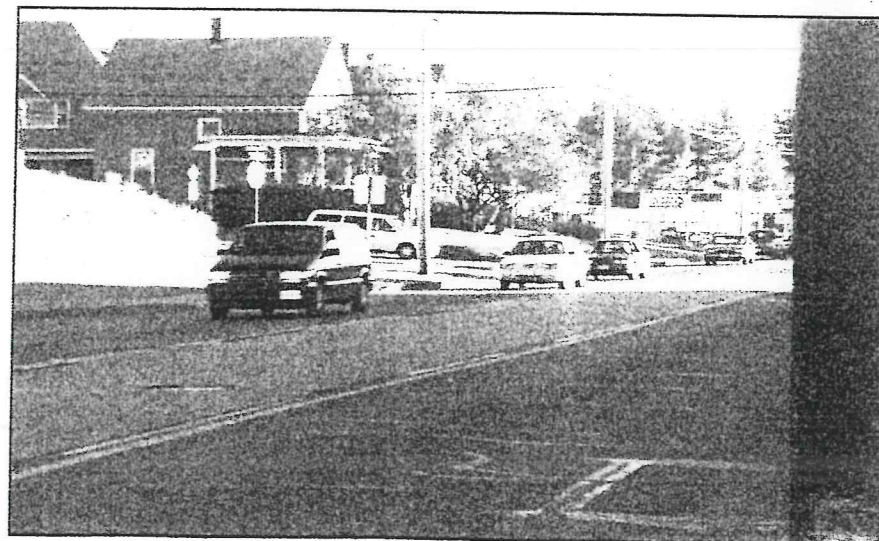
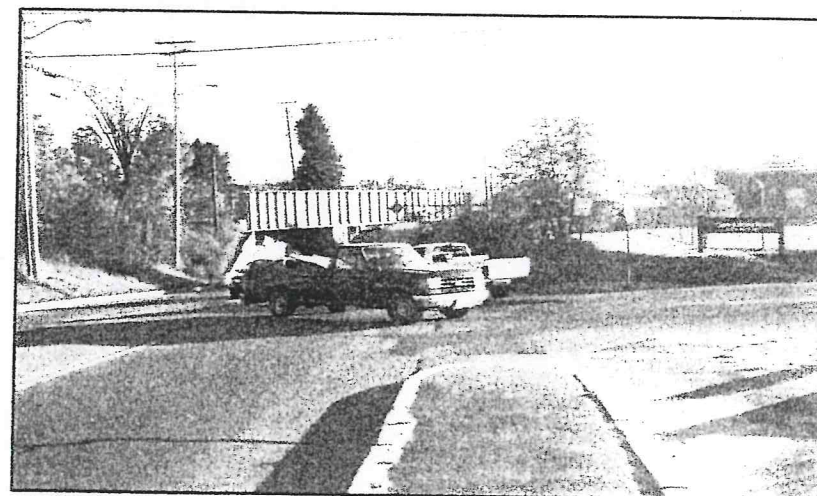
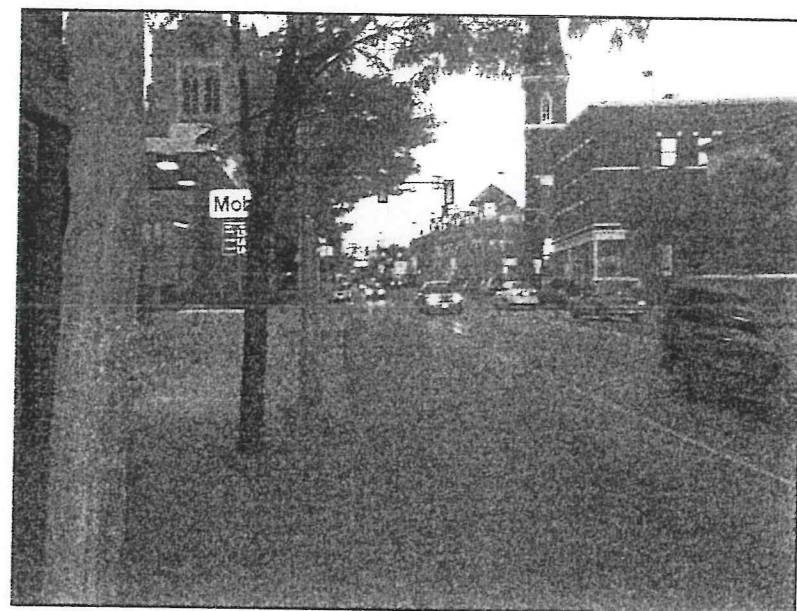
Lisbon Street, downtown's retail, service, and employment center, is located less than 1/4 mile from the pathway.

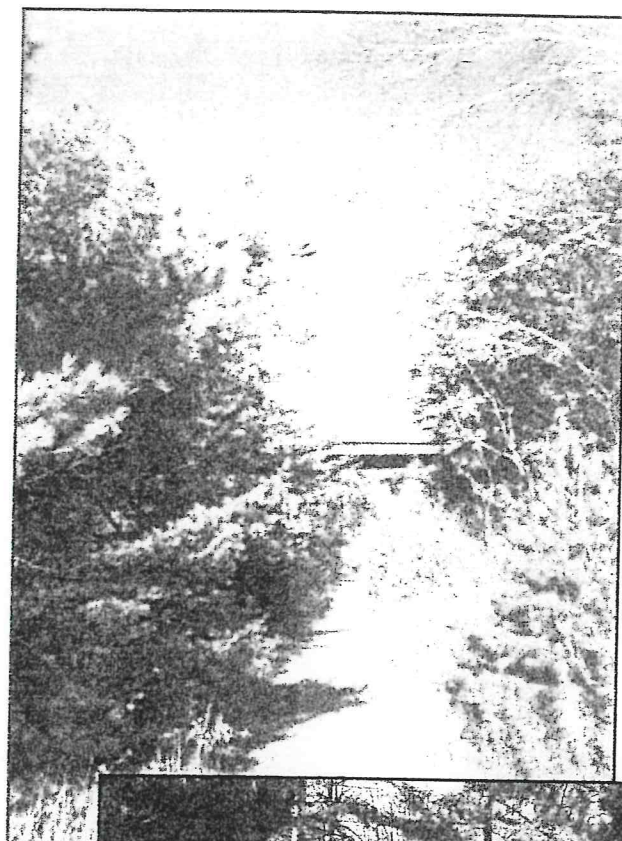
The Bates Mill, located across the street from the start of the pathway, will one day be home to 5,000 employees.



A service road provides easy access from Heritage Park to the Bates Mill.

The Lewiston
Riverside Greenway
will run parallel to
Main Street in
Lewiston. Main
Street, which is as
narrow as 40 feet,
curb to curb, carries
up to 25,000 vehicles
per day.

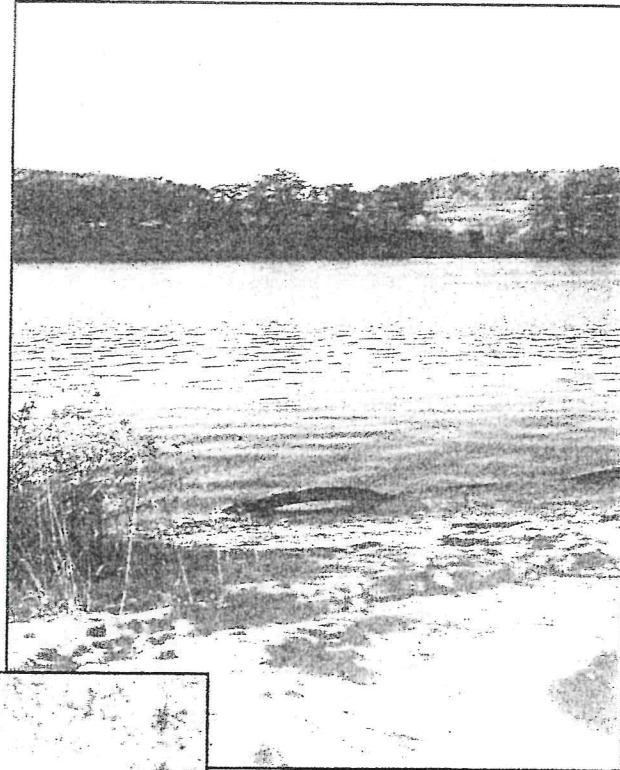


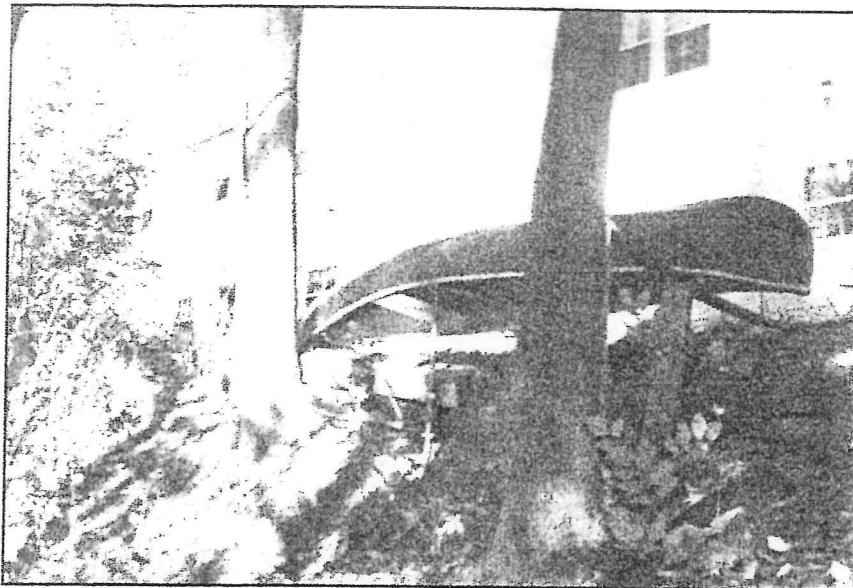


The pathway would pass under the Veterans Memorial Bridge. Along much of its distance, the existing treadway is less than 6 feet wide and fairly flat—it should be relatively easy to make it accessible to the mobility impaired.

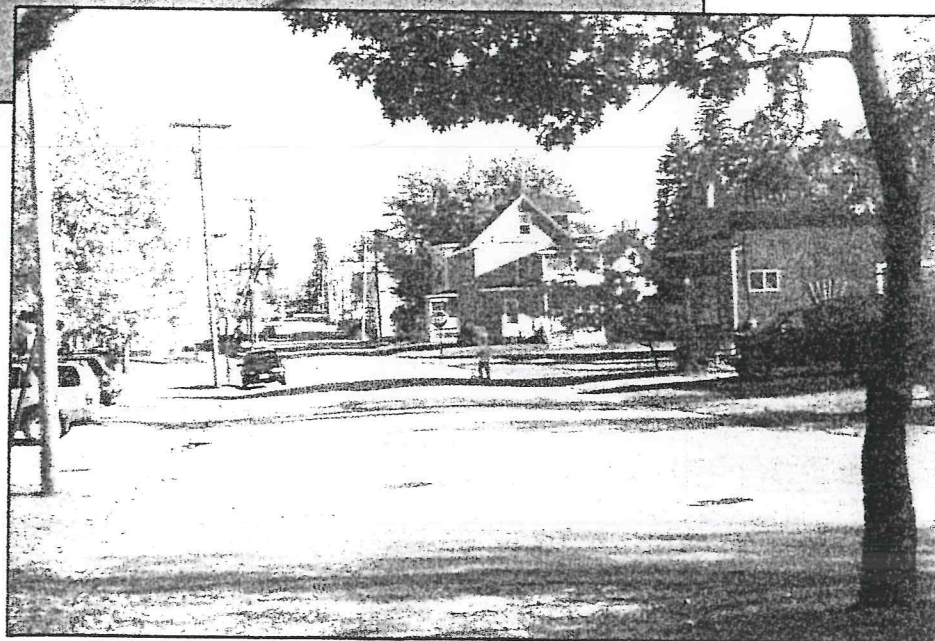
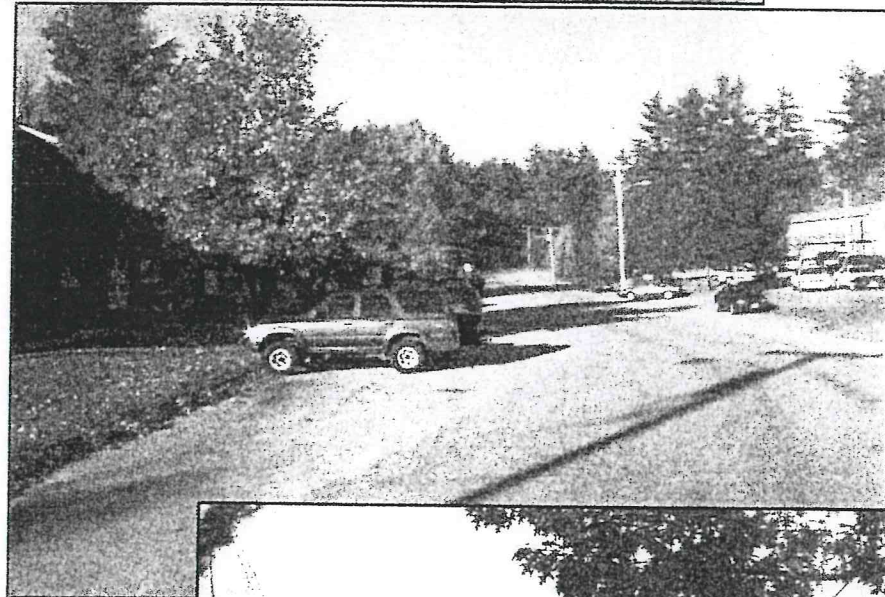


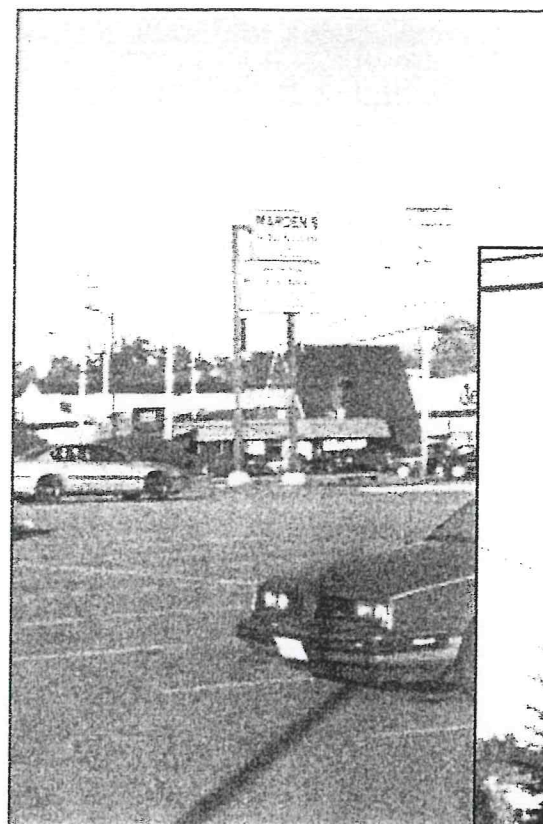
In many places the Lewiston Riverside Greenway is as close as 25 feet from the Androscoggin River but no more than 1/4 mile from bustling Main Street.





Apartments,
duplexes, and
single-family
homes are located
along or near the
trail route.





Retail and service destinations are easily accessible from the trail route, including Marden's, the Fairgrounds, and the Marketplace Mall.

Preliminary Route for the Lewiston Riverside Greenway

Segment	From/To	Design Treatment	Length (miles)
Lowell Square riverfront	Heritage Park to Avon St	10-foot wide multi-use pathway	.58
West Bates Street	Riverfront to Avon St	Shared roadway with signage	.18
Avon Street	West Bates to Holland St	Shared roadway with signage	.42
Holland Street	Avon St to Winter St	Shared roadway with signage	.10
Winter Street	Holland St to Sunnyside Park	Shared roadway with signage	.25
Androscoggin River	Sunnyside Park to Tall Pines Dr	10-foot wide multi-use pathway	1.66
Spur to Gulf Island Dam			
Tall Pines Drive	Tall Pines Dr to Northwood Rd	Shared roadway with signage	.20
Deer Rips section	Tall Pines Dr to Switzerland Rd	10-foot wide multi-use pathway	1.05
Switzerland Road	Mower Ave to Gulf Island Ave	Shared roadway with signage	1.33
Gulf Island Avenue	Switzerland Rd to Gulf Island Dam	Shared roadway with signage	.20
River Crossing	Gulf Island Dam to North River Rd	10-foot wide multi-use pathway	.21
Spur to Outer Main St			
Northwood Road	Tall Pines Dr to Northwood Plaza	Shared roadway with signage	.32
Main Street	Northwood Rd to Mollison Way	Shared roadway with signage	.05
Mollison Way	Main St to Montello St	5-foot wide bike lane	1.06
Montello Street	Mollison Way to College St	Shared roadway with signage	.05
Total			7.66

- e. **Describe why this project is important to your community and how it will improve existing conditions for bicycling or walking from a safety perspective or in terms of providing greater access. Describe the main users of the project by type or classification (e.g. commuters, school children, recreational users, elderly, disabled, etc.)**

Downtown Lewiston is undergoing a renaissance. In 1999, the city adopted a new master plan that defines downtown investments for the arts, high density housing, and open space as well as development of the retail, medical, business, legal, and financial sectors. Already, the plan has attracted over \$40 million dollars in new investment, including:

- Conversion of the old Lewiston Music Hall on Lisbon Street into a new District Courthouse
- Attraction of more than 1,000 jobs to the Bates Mill
- Construction of a new Cardiac Care Center and office conversion of the old Knapp Shoe factory, both by Central Maine Medical Center
- Expansions of the Sun Journal, Department of Human Services, and LePage Bakeries
- Rehabilitation of St. Mary's Church into a new Franco-American Heritage Center
- Specialty shops on Lisbon Street, including a Puerto Rican and Somali market
- Construction of Railroad Park, Courthouse Plaza, and other open spaces for recreation and culture
- Performing arts/convention center slated for the Libby Mill near Heritage Park

Outer Main Street has also become a desirable location for employment and services. The Fairgrounds is home to several large employers and state government offices, including Medaphis, ICT Group, and the Maine Department of Labor's Career Center.

With growth, Main Street/Route 202 has become a more congested and dangerous corridor. Traffic volumes on Main Street average well over 17,000 vehicles per day, with the heaviest traffic in the downtown section at 24,700 vehicles per day. Volumes are projected to increase from 6% to 18% by the year 2020. From 1997 to 1999, this busy corridor was also the scene of 13 bicycle and pedestrian accidents, making it the second most dangerous corridor in the entire metropolitan area. Indeed, according to a survey conducted by the Androscoggin Transportation Resource Center, Main Street ranks among the top 10 roads that cyclists would most to like to ride but strictly avoid due to high traffic volume, high speeds, and the lack of shoulders. As with many urban arterials, the creation of shoulders by widening or re-striping is precluded by the need for on-street parking; presence of curbing; historic buildings fronted directly on the sidewalk; and a center left turning lane warranted by multiple curb cuts.

The Lewiston Riverside Greenway will serve as a safe transportation corridor for utilitarian trips by commuters, college students, children, families, and other residents, workers, and visitors. Over 6,500 people, representing almost 20% of the city's population, live less than ¾ mile from the Greenway. The downtown population is particularly dependent on alternative transportation: according to the 1990 Census, over 35% of downtown households do not own a vehicle and 28% of downtown residents rely entirely on walking or public transit to get to work. The population along outer Main Street also includes high density housing with residents likely to require safe transportation routes, including students at Bates College, seniors at Montello Heights, and low-income families residing at Tall Pines and a mobile home park.

The Lewiston Riverside Greenway will provide residents, workers, and visitors with recreational opportunities for bicycling, walking, and rollerblading. According to a survey commissioned by Healthy Androscoggin, 65% of the county’s residents are considered physically inactive. Physical inactivity is linked with obesity, higher cholesterol and blood pressure, increased depression and anxiety, and increased risk of cardiovascular disease, osteoporosis, and chronic diseases associated with aging. According to the Centers for Disease Control, just 30 minutes of moderate exercise daily, accomplished for example, through a trip to Marden’s on the Greenway, can reduce the risk factors for chronic disease. The Greenway will particularly appeal to downtown residents and office workers, senior citizens, and patients at Central Maine Medical Center utilizing its Wellness or Cardiac Care Center.

Lewiston’s Downtown Master Plan identifies the development of pedestrian corridors, bike paths, and green space along the Androscoggin River as specific strategies to revitalize the downtown district. Across the country, large and small cities, such as Chicago, Boston, Baltimore, Providence, Lowell, and Chattanooga, have reclaimed their urban waterfronts. For Lewiston, which lost 10% of its population over the last decade, a revitalized riverfront will attract businesses to locate downtown, draw visitors and office workers to spend money, and increase the quality of life for all residents.

- f. Describe how this project contributes to the bicycling and walking system or network in your community (include a description of the existing bicycling or walking facilities at either end of the project). Include a list of any major origins or destination that will be connected or served by the project.

The downtown bicycle and pedestrian network is an important component of Lewiston's transportation system. Over the past 10 years, a number of planning studies have recommended the construction an north-south bicycle route that parallels Route 202 to connect outer Main Street with the downtown, including the City of Lewiston's Comprehensive Plan, the Lewiston Parks and Recreation Plan, Lewiston's Downtown Master Plan, Lowell Square neighborhood improvement plan, and the region's Bicycle and Pedestrian Plan prepared by the Androscoggin Transportation Resource Center (formally LACTS).

From the Greenway, trail users will be able to make seamless connections to other facilities in the region's bicycle and pedestrian network:

- *North* - Shoulders on Route 202 begin at Stetson Road and run toward Greene and Augusta
- *East* - The Greenway's end point at Mollison Way intersects directly with four-foot bike lanes on College Street that provide access to the Bates College neighborhood.
- *West* - Shoulders on the Veterans Bridge provide access to the Auburn Mall area. A new bridge crossing at the Gulf Island Dam will provide access to North River Road, a rural bikeway, in Auburn.
- *South* – Directly across from Heritage Park is Railroad Park, where a multi-use pathway connects to the Lewiston-Auburn Railroad Bridge, a refurbished trestle for bicycle/pedestrian use, as well as the new multi-use trail to Franklin Pasture.
- *Bus* - The intermodal transfer facility for The Bus, which serves Lewiston and Auburn, is located three blocks from the Greenway. All buses are equipped with bicycle racks to facilitate bike-transit trips.
- *Train* - The old Lewiston train station, located in Lowell Square, may become the hub for passenger rail service if and when it is restored in the Lewiston/Auburn area.

The Lewiston Riverside Greenway also parallels the route of the East Coast Greenway, a national trail system proposed to extend over 2,100 miles from Key West Florida to Calais, Maine. Although the designated route for the East Coast Greenway is now on College Street and College Road in Lewiston, the Lewiston Riverside Greenway, when completed, will doubtless become the preferred route.

Whether accessed on foot or on bike, the Lewiston Riverside Greenway will provide access to major destinations within a ½ mile radius of its start, mid, and end points.

Type	Destinations within ½ mile radius of Lewiston Riverside Greenway
Government	City Hall, Public Library, U.S. Post Office, District Courthouse Department of Human Services, Department of Mental Health and Mental Retardation, Department of Labor's Career Center, Department of Motor Vehicles
Business	Bates Mill (2,000 employees), Central Maine Medical Center (1,100 employees), L.L. Bean (750 employees), Bates College (750), Medaphis (300 employees),
Cultural	Bates College, Empire Theater, Libby Mill Performing Arts/Convention Center (proposed), Pettengill School
Recreation	Heritage Park, Railroad Park, Sunnyside Park, Sparetime Recreation, Gulf Island Dam, Great Falls, Festival Plaza
Housing	Tall Pines (1,100 residents), Bates College (1,700 students), Montello Heights (seniors), mobile home park (100 units)
Retail/Service	Lisbon Street retail/service district, Northwood Plaza, Marketplace Mall, The Fairgrounds, Auburn Mall


2025 Bicycling and Walking Network


Lewiston-Auburn





Little Wilson Pond


Legend

 Lewiston Riverside Greenway

 On-road bikeway

 Off-road pathway

 Roads

 Parks and Public Lands

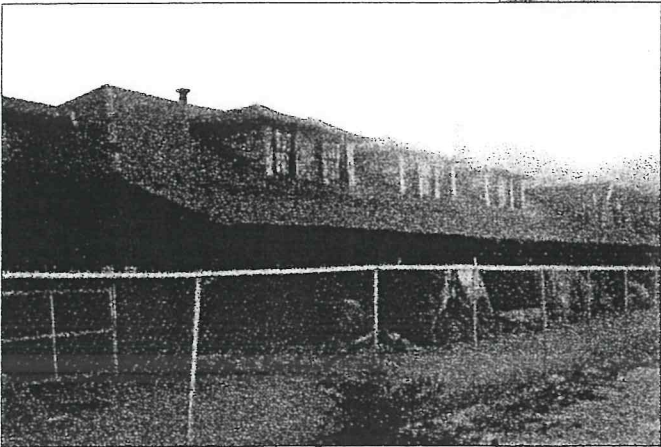
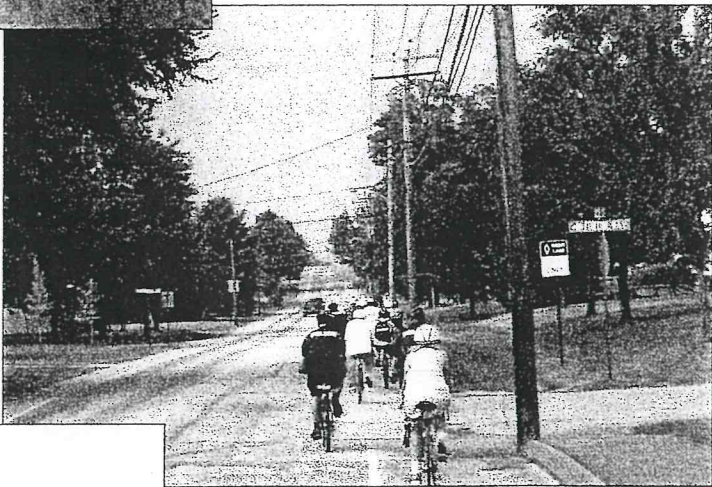


Connections can be made through Heritage Park to other bicycle and pedestrian facilities, including Railroad Park (right).

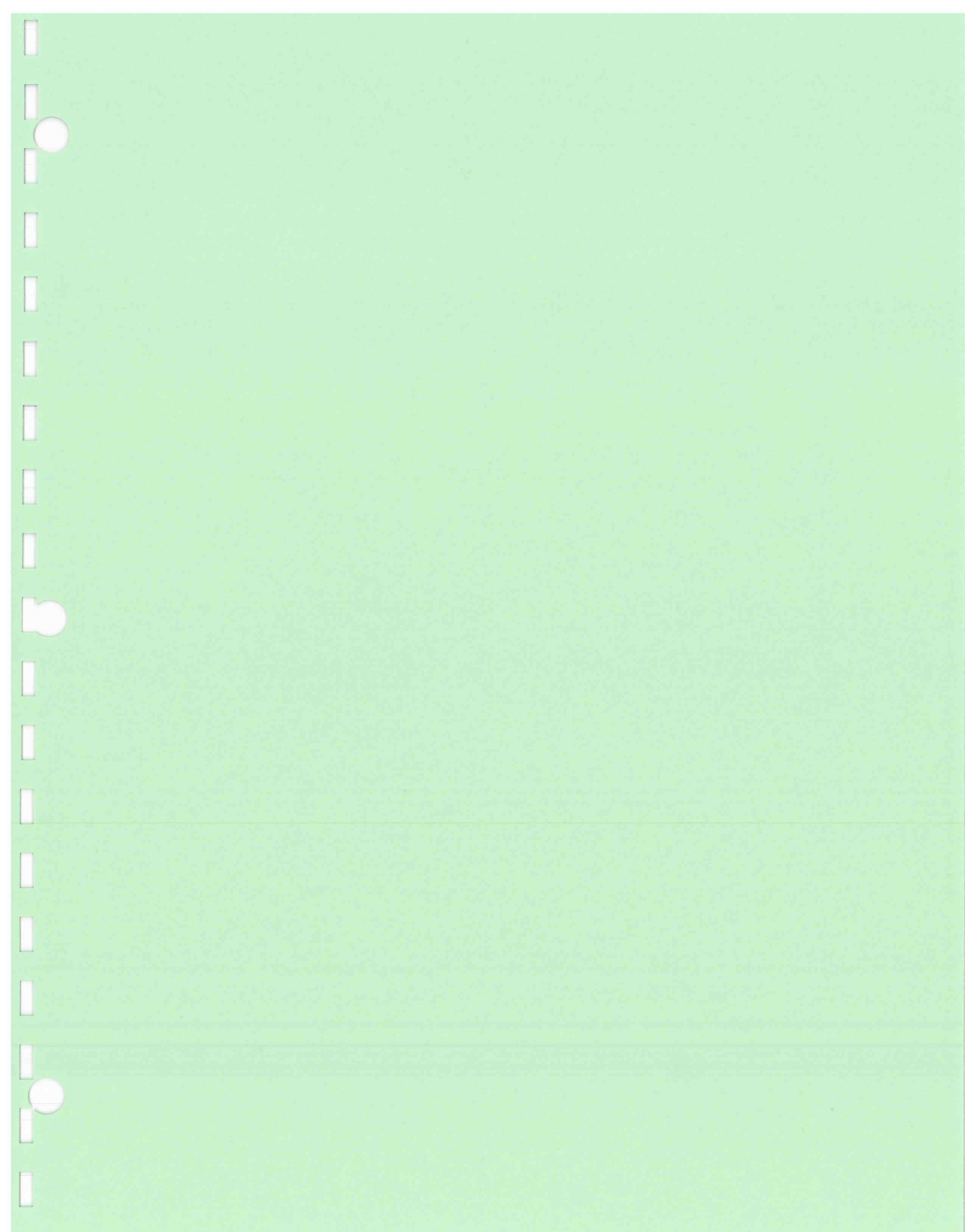


The Lewiston-Auburn Railroad Bridge connects Railroad Park in Lewiston (top) with Bonney Park in Auburn (bottom).

Via Mollison Way, the trail route connects to bike lanes on College Street and Central Avenue near Bates College.



The trail route runs near the old Lewiston train station, where someday passenger train service may return.



g. Describe any current and/or previous uses of the project area:

The Lewiston Riverside Greenway is comprised of both on- and off-road segments that cross a number of districts, including conservation, residential, urban, and commercial areas. The on-road portion, which totals four non-contiguous miles, is primarily on local streets through residential and commercial areas. The off-road portion, which totals 3.5 non-contiguous miles, passes primarily through parks, cemeteries, and other undeveloped lands that are restricted by floodplain management, shoreland zoning, resource protection, and other environmental regulations. The only off-road portion that lies in a developed area is the first segment through the historic Libby Mill, owned by the City of Lewiston. Possible uses include a hotel, convention center, performing arts center, or senior housing. Although future uses are yet to be determined, the downtown Lowell Square neighborhood improvement plan, which governs this area, calls for a riverfront pathway.

Segment	From/To	Uses	Location
Lowell Square	Heritage Park to Sunnyside Park	Mixed use, with high density residential, commercial, and light industrial developments	Off- and on-road
Riverfront	Sunnyside Park to Tall Pines	Park, cemetery, and other undeveloped lands	Off-road
Outer Main Street	Tall Pines to College Street bikeway	Mixed use, with high density residential, commercial, retail and service-related developments	On-road
Switzerland Road	Tall Pines to Gulf Island Dam	Rural residential, including a cemetery and single family homes	Off- and on-road

h. Please explain current and future ownership of the property. Include any proof of ownership and/or easement documentation:

Development of the on-road portion, totaling 4 miles, will be accomplished within the existing public right-of-way.

Development of the off-road portion, totaling 3.5 miles, depends on successful acquisition of riverfront land through voluntary purchase, easement or eminent domain. Of this total, one mile is already in public ownership: the Maine Department of Transportation owns land around the Veterans Memorial Bridge while the City of Lewiston owns land around the Libby Mill, Sunnyside Park, and Stetson Brook. Private property owners for the remaining 2.5 miles include Central Maine Power Company, Schott Realty, Pier Properties, Tall Pines, and less than a dozen homeowners. The City of Lewiston has an existing sewer easement with a 20-foot right-of-way crossing one mile of this private land.

The City expects to acquire access to all of this privately owned right-of-way. All private lands are in the floodplain, shoreland, and/or resource protection zones. These zones severely restrict the building of any structures, making it likely that current property owners would support a greenway. At this time, the desired right-of-way is completely devoid of structures; other parcels are vacant, and where business operations occur, they are already buffered from the proposed pathway by a natural ridge.

For rights across private land, the City will first seek to convert the existing sewer easement to a trail or conservation easement that allows public access. This spring, each property owner was individually contacted by L/A Trails, a private, non-profit group, to identify their interest and address concerns. To date, no outright opposition has been expressed, only concerns about liability and security. The City is confident that these issues can be addressed through sensitive routing, design, and maintenance of the trail.

i. **Explain the project’s benefit and relationship to surface transportation:**

As an alternative route that runs parallel to Main Street/Route 202, the Lewiston Riverside Greenway will encourage residents, workers, and visitors to make utilitarian trips to downtown and outer Main Street destinations by bicycling and walking.

j. **Identify and approximate the number of customers served by the project:**

According to official counts, more than 17,000 vehicles travel Main Street on a daily basis. The Lewiston Riverside Greenway will attract some of these users as pedestrians and cyclists commuting to work or accessing retail and service destinations downtown and on outer Main Street. Other potential users of the greenway include the following:

- 6,500 residents living within a ¼ mile radius from the trail including low-moderate income families, students, elderly, and disabled who get around daily by foot, bicycle, or wheelchair
- Over 5,000 workers in downtown Lewiston-Auburn and along outer Main Street out for lunch, errands, or exercise.
- 500,000+ visitors to downtown L/A, including those attending festivals or staying at the new Hilton Gardens in downtown Auburn

k. Describe environment and/or economic impacts or benefits - please check any applicable categories and explain:

- ☒ Service Center Community
The City of Lewiston has been designated as a Service Center Community.
- ☒ Connectivity
The Greenway will connect existing bicycling and walking facilities, including the Bates College Loop and Railroad Park.
- ☒ Health
The Greenway is located in close proximity to Central Maine Medical Center and Tri-County Mental Health Services, whose patients will benefit from recreational opportunities offered by the greenway. Residents and workers will also prefer the route for utilitarian trips around the city.
- ☒ ADA Compliant
The width, surface, and grade of the greenway will facilitate use by persons with disabilities.
- ☐ Transportation System Improvements
- ☒ Urban Compact Community
The project area is located in the urban compact.
- ☐ Streetscape
- ☒ Smart Growth
The greenway contributes to the livability of Lewiston's downtown and urban neighborhoods as a location for new and infill development.
- ☒ Tourism
Every year, thousands of visitors drawn to downtown Lewiston/Auburn for the Maine State Parade, Liberty Festival, Festival de Joie, and Great Falls Balloon Festival will choose to bicycle and walk via the greenway.
- ☐ VMT Reduction # _____ (Daily) %
- ☐ Designated Growth Area
- ☒ Downtown revitalization
Located in the heart of downtown Lewiston, the greenway will preserve open space along its urban waterfront while encouraging new investment, infill development, and adaptive re-use of downtown buildings.
- ☐ Reduced Maintenance

I. Does the municipality have a comprehensive plan?

If yes, check all that apply:

- ☐ Adopted by local governing body (council, selectmen, town meeting)
 - ☐ Found consistent with the Comprehensive Planning and Land Use Regulation Act by the State Planning Office
 - ☐ Includes goals or policies that relate to this application (please attach whole plan or appropriate excerpts)
-
- **The City of Lewiston’s Comprehensive Plan**, adopted in 1997, supports enhanced pedestrian, bicycle, and transit access in order to bring people downtown to live and work. The Recreation and Open Space component of the plan identifies as a strategy the development of linear recreational opportunities along the Androscoggin River.
 - **Lewiston’s Parks and Recreation Master Plan**, adopted in 1993, identifies as an action the development of a riverfront pathway system that links downtown, residential areas, schools, parks, and neighboring towns.
 - **Lewiston’s Downtown Master Plan**, adopted in 1999, identifies the development of pedestrian corridors, bike paths, and green space along the Androscoggin River as specific strategies to revitalize the downtown district.
 - **Lewiston’s Lowell Square neighborhood improvement plan**, completed in 2001, identifies the development of a riverfront pathway as well as streetscape improvements such as sidewalks, lighting, landscaping, and green space.
 - **The region’s 1995 and 2025 Bicycle and Pedestrian Plan** developed by the Androscoggin Transportation Resource Center identifies the need for a bicycle route along Main Street from the Longley Bridge to the Gulf Island Dam.

COMPREHENSIVE PLAN
CITY OF LEWISTON, MAINE

FINAL DRAFT May, 1997

RECREATION AND OPEN SPACE

The Recreation and Open Space component of this plan began with the Lewiston City Council approving nearly twenty-five thousand dollars (\$25,000) in 1991-1992 Community Development Block Grant funds to undertake the development of a Comprehensive Plan for Parks and Recreation. The 1988 Comprehensive Land Use Plan had strong policy and goal statements concerning recreation and open space, but little inventory work was done and few specific strategies were put forth. The City had also undertaken the master planning process for Franklin Pasture, a nearly 100-acre multi-use parcel near the city center. It was clear that a city-wide master plan, incorporated as an integral component within the updated Comprehensive Plan with concise action plans, based on up-to-date inventories and analyses was needed to expand recreation opportunities and to help maintain quality of life standards for all residents in the City of Lewiston.

This component of the Comprehensive Plan is expected to provide support and guidance for existing as well as future activities and programs of the Parks and Recreation Department, and to better coordinate and assist other departments, groups and organizations involved in various aspects of recreation, and to better position the City of Lewiston to access state and federal funding programs which demand that current comprehensive recreational plans be in place.

In order to meet such a challenge, a Recreation Advisory Committee was convened, made up of citizens representing a wide range of concerns and interest to undertake the planning process, assisted by a consultant team headed by Terrance J. Dewan and Associates in conjunction with Market Decisions, Inc. The consultant team divided the city into twelve (12) recreational planning districts and immediately began to inventory various recreation areas, open spaces and parks in the districts. Aspects such as existing facilities, accessibility, existing programs, maintenance programs analyses of the areas along with suggesting recommendations for future action.

In order to solicit public input concerning the plan, four focus groups followed by a series of neighborhood workshops were held at various locations throughout the City. During these well-attended meetings, inventory information concerning relevant areas was discussed and important facts and opinions concerning recreation facilities and program needs was received from the public and documented.

After the conclusion of the public input session, the Advisory Committee undertook an intense year-long process to develop the plan, meeting once and sometimes twice a month. Their first task was to study the original goal and objective statements developed for the plan to verify the desired results. Next, they reviewed the inventory phase of the process in order to clarify the needs and deficiencies of recreation facilities and programs in the City. Upon completion of these review sessions, recreational guidelines were developed. These guidelines reflected open

space facility and development standards developed by this committee. The standards targeted general and specific population areas of the City of Lewiston.

Finally, a needs analysis was undertaken to identify design and/or function of indoor and outdoor facilities as well as deficiencies in the number of facilities and/or programs. The Comprehensive Plan for Parks and Recreation formed the basis of the Recreation and Open Space component of this plan and the following goals, policies and strategies reflect the findings from that planning process.

GOALS, POLICIES, STRATEGIES

RECREATION AND OPEN SPACE

GOALS:

1. To promote and protect the availability of indoor and outdoor recreation opportunities for all Lewiston citizens.

POLICY 1

(RECREATION AND OPEN SPACE)

Provide facilities for all types of recreation that are easily accessible to residents throughout Lewiston.

STRATEGIES:

- A. Provide safe, attractive neighborhood recreation facilities which offer the broadest and most flexible use.
 1. Provide new facilities or renovate existing facilities in those neighborhoods that currently have a deficiency in the quality or quantity of parks and recreation areas.
 2. Monitor changing demographics and the development of new housing throughout the City to respond to additional needs for recreation facilities at the neighborhood level.
 3. Consider the schools - with their open spaces, playgrounds, and gymnasiums - to be one of the City's primary recreational resources.
 4. Review the City's policies regarding open space requirements in new subdivisions to ensure that adequate recreational space is made available in developments based on demographics, housing types, and density of the

development. Encourage linkage of these recreational spaces to other recreational, open space, or natural areas.

5. Make a concerted effort to establish a positive image in every park and recreation area.
6. Design facilities which will fit the general architectural character of each location, using imagination and creativity to create places with special character.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public
Works/Planning Board/City Council

Supporting Agencies: Historic Preservation Review Board/School
Department/School Committee
Ongoing

- B. Develop additional community parks and indoor facilities for organized recreation to serve a city-wide audience and to relieve the crowding and overuse that now occurs.

1. Pursue the construction of additional playing fields and the completion of the Franklin Pasture complex as priorities for new community facilities.
2. Increase the availability or accessibility of indoor and outdoor ice skating facilities.
3. Investigate the need for a teen center to serve youths in the 12-17 age bracket and that could also host family oriented activities.
4. Investigate the need for a new indoor facility with a gymnasium to relieve the overcrowding at the Multi-Purpose Center and the schools.
5. Investigate new forms of recreational facilities as the demand arises (e.g., skateboard parks, roller rinks, mountain bike courses).
6. Strengthen the City's relationship with Bates College to co-operate on the shared use of facilities wherever possible.

7. Evaluate both the short term and long term recreational and/or open space potential of all tax-acquired properties that the City has at its disposal. Consider as well the possible sale of some tax-acquired property to fund purchase of other quality recreational space.
8. Update this component of the Comprehensive Plan at least once every three years. At that time the recommendations of the current plan should be evaluated, and the priorities for each of the Recreation Service Districts should be re-assessed.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Planning Board/City Council

Supporting Agencies: Multi-Purpose Center/Bates College/School Department/School Committee/ Police Department/
New Beginnings
Ongoing

C. Emphasize safe and convenient access to public recreation facilities.

1. Provide a neighborhood park within an easy walking distance (1/4 to 1/2 mile) of neighborhoods in the more developed Recreation Service Districts D through L. (See Parks and Recreation Master Plan).
2. Evaluate the pedestrian and bicycle access routes to neighborhood parks, schools, and other recreation areas, and make improvements where necessary to strengthen their ties with neighborhood population centers.
3. Work with organizations such as Hudson Bus Line, Western Area Agency on Aging, local church groups, and others to provide more complete public transportation services to recreation facilities and programs.
4. Continue to use Parks and Recreation buses to transport children to active recreation programs and facilities in different locations in the City.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public
Works/Planning Board/City Council

Supporting Agencies: Hudson Bus Lines/Western Area Agency on
Aging/Local Churches/CABPAC/LACTS
Ongoing

POLICY 2

(RECREATION AND OPEN SPACE)

Provide a variety of recreational programs that are suited to the full range of ages, abilities, and interests of the Lewiston population.

STRATEGIES:

- A. Understand and respond to the needs for recreation programs and activities in the City.
1. Continue to seek input from segments of the population regarding their recreation needs, and provide suitable activities which meet these needs.
 2. Evaluate programs for the elderly population and seek input from representatives to address deficiencies and/or lack of participation.
 3. Continue to identify the reasons why many youths do not participate in recreation programs (e.g., fees, distance, lack of self esteem) and develop ways to overcome these obstacles.
 4. Promote family activities (e.g., dances, picnics, street fairs) with joint sponsorship by the Police Department and other City departments as a way of furthering community relations.
 5. Recruit neighborhood leaders and contact persons in specific organizations to identify deficiencies in existing programs.

RESPONSIBILITY/DATE

Recreation Department/Development Department/ Police
Department/Fire Department/Planning Board/ City Council
Supporting Agencies: New Beginnings/Horizons 55/Other City
Departments
Ongoing

B. Maintain close contact and strengthen relationships with other recreation providers in the City to avoid duplication of services and to collaborate on special program offerings where appropriate.

1. Work closely with the Multi-Purpose Center and with the public and private schools to coordinate and complement program offerings.
2. Continue to cooperate with private recreation organizations to provide recreational opportunities for local residents.
3. Strengthen the relationship between the Lewiston Housing Authority and the Parks and Recreation Department to coordinate program development and ensure that programs are adequate to meet the needs of LHA residents (such as those at Hillview and Lafayette Park) and those in adjacent neighborhoods.
4. Establish a close relationship with the residents and property managers of other large housing developments (e.g., Tall Pines and Pleasant View Acres) to ensure that their recreational needs are being met.
5. Work closely with recreation providers and City officials in Auburn to coordinate programming and publicity, transportation planning, and shared use of facilities whenever possible.

RESPONSIBILITY/DATE

Recreation Department/Development Department/

Police Department/Planning Board/City Council

Supporting Agencies: Lewiston Housing Authority/Multi-Purpose Center/Private Recreation Organizations

Ongoing

POLICY 3

(RECREATION AND OPEN SPACE)

Renew existing parks, playgrounds, and recreational facilities to maximize their use and meet the needs of both immediate neighborhoods and the wider community.

STRATEGIES:

- A. Make renovations and repairs to existing facilities according to the recommendations outlined in the facilities description sections of Chapter I of the Parks and Recreation Comprehensive Plan.

1. Implement recommendations for renovations/expansion of facilities which are part of existing approved studies, including the Franklin Pasture Master Plan, and the evaluations of the Couture Center and the Lewiston Memorial Armory.
2. Keep recreation facilities (including equipment, signage, surfacing, lighting, and fencing) current with changes brought about by recent legislation, guidelines, and research, e.g., Americans with Disabilities Act (ADA), the Consumer Product Safety Commission (CPSC), and the American Society for Testing and Materials (ASTM).
3. Enlist the support of Scouting groups and other civic organizations for limited projects of planting and beautification, like the successful Adopt-A-Spot program.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public Works
Supporting Agencies: School Department/School
 Committee/Multi-Purpose Center/Civic Organizations
 Ongoing

- B. Establish priorities for renovations which will address the most deficient areas of the City and provide the most benefit for the largest numbers of people.
1. Seek in-depth guidance on renovation plans from local citizens groups and City agencies.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public Works
Supporting Agencies: School Department/School
 Committee/Multi-Purpose Center/Civic Organizations
 Ongoing

- C. Develop a long-term improvement master plan, using in-house personnel as much as possible, for each of the major parks and school facilities to address both general issues, future recreational development, meeting the needs of the ADA, future plantings, expansions, maintenance as well as site-specific concerns.

1. Calculate the full cost of renovations during the planning process, including life cycle cost of all materials, maintenance requirements, operational costs, and personnel costs.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public Works

Supporting Agencies: School Department/School

Committee/Multi-Purpose Center/Civic Organizations

Ongoing

POLICY 4

(RECREATION AND OPEN SPACE)

Modify existing recreation facilities and programs to the fullest extent possible to provide access for people with disabilities.

STRATEGIES:

- A. Upgrade existing recreation facilities so that they achieve compliance with the Americans with Disabilities Act (ADA) and with the Maine Human Rights Law.

1. Establish an advisory board to develop and oversee a transition plan to demonstrate that the parks and recreation program has provisions for compliance with the ADA. This board should include representation by persons with disabilities. The transition plan should set forth steps to modify a number of facilities so that they are barrier-free and fully integrated, and include a projected timetable for implementation.
2. Continue the inventory of existing parks and recreation facilities to evaluate accessible routes, barriers to access, actions required to achieve compliance, and the technical and financial feasibility of corrective actions.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public

Works/Other City Departments

Supporting Agencies: Maine Humans Rights Commission

Ongoing

- B. In all new construction of public recreation facilities, review site designs to ensure maximum accessibility for people with both visual and mobility impairments.

1. Educate Parks and Recreation personnel on all the most recent regulations and guidelines of the Americans with Disabilities Act.
2. Include representation by persons with disabilities during the programming stage of all new and renovated parks and recreation areas.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public Works/Other City Departments
Supporting Agencies: Maine Humans Rights Commission
 Ongoing

- C. Expand program offerings to include recreational activities and structured programs for Lewiston residents with special needs.

1. Work with other cities and organizations with relatively large populations of persons with physical and mental handicaps to plan joint programs and shared facilities.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public Works/Other City Departments
Supporting Agencies: Maine Humans Rights Commission
 Ongoing

POLICY 5 (RECREATION AND OPEN SPACE)

Develop a coordinated and efficient management plan for the Parks and Recreation Department.

STRATEGIES:

- A. Promote maximum co-operation among City Departments in program planning, maintenance, development of new recreation areas, and utilization of all public recreation facilities.
1. Coordinate all recreation programming and planning through the Parks and Recreation Department, assisted by the Planning Department.

2. Strengthen the relationship between the School Department and the Parks and Recreation Department with regards to the design, utilization, and maintenance of school properties.
3. Continue to work closely with the Police Department to instill a sense of security in all park and recreation areas.
4. Continue to work closely with the Department of Public Works to cooperate on training and maintenance and to use equipment and personnel to maximum efficiency.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Police
 Department/Public Works/City Council
Supporting Agencies: Other City Departments
 Ongoing

- B. Continue to establish and update the necessary job descriptions within the Parks and Recreation Department to implement the short and long term recreation needs of the City.

1. Designate one employee in the department to be responsible for the development and redevelopment of facilities in the City. This employee could also be responsible for the preparation of funding requests, oversight of all construction, and coordination with other city departments on matters related to physical improvements.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public Works
 Ongoing

- C. Establish a volunteer coordinator position in the Parks and Recreation department to promote and coordinate the volunteer efforts in the community, oversee specific projects, and make the City aware of the need for volunteers.

1. Develop a volunteer training program and handbook to assist in the development of clear and consistent goals and parameters for volunteers and leaders.

2. Work with local hospitals and other organizations to coordinate with their volunteer programs.
3. Use all available means of publicity and recognition to make the volunteer program visible and appreciated in the community.

RESPONSIBILITY/DATE

Recreation Department/Development Department/City Council
Ongoing

- D. Continue to streamline and improve technical aspects of parks management and maintenance.

1. Use computer technology to assist in the management, record keeping and program planning for the department.
2. Provide maintenance personnel with periodic training on public concerns, safety, proper use of power equipment, and environmental hazards.
3. Provide management personnel with access to training on current recreation programming, liability issues, public relations, ADA requirements, and other issues of concern.
4. Perform post construction evaluations for at least a full year on all new/renovated recreation facilities to determine the community's reaction, gauge how successful the City has been in meeting specific needs, and judge the effectiveness of special design elements or equipment.
5. Standardize some of the common components used in individual parks and playgrounds (e.g., light standards, benches, fences, drinking fountains, trash receptacles, climbing apparatus and other elements) to facilitate repair, response time, stocking of spare parts, and installation training.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public Works
Ongoing

POLICY 6

(RECREATION AND OPEN SPACE)

Improve public awareness and utilize all possible opportunities for public participation in the acquisition, planning, and management of facilities.

STRATEGIES:

- A. Use public relations efforts to heighten awareness of and participation in recreation programs and facilities.
1. Work with the local press to make the public more aware of the programs and facilities available.
 2. Develop special events to focus attention on and increase public use of different park sites throughout the City.
 3. Encourage donations of services and sponsorship of special events by local agencies, institutions, or businesses as an integral part of their public relations efforts.
 4. Expand the Adopt-A-Spot Program to link local businesses and institutions with specific parks, recreation facilities, open spaces, and trails.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public Works/Planning Board City Council

Supporting Agencies: Local Agencies, Institutions and Businesses
Ongoing

- B. Build a constituency of public support for recreation facilities.
1. Reach out to individuals, small neighborhood groups, special interest groups, volunteer organizations, corporations, and larger institutions, and involve them in the process where feasible.
 2. Support the Kids as Planners Program to get youth (especially those determined to be 'at risk') involved in the recreation planning and rehabilitation of facilities.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public
Works/Planning Board City Council
Supporting Agencies: Local Agencies, Institutions and
Businesses/School Department/School Committee
Ongoing

C. Create opportunities for continued public input into planning and implementation.

1. Continue the neighborhood discussions, similar to those preceding the development of the Master Plan, to enable the Parks and Recreation Department to have contact with each neighborhood on at least a yearly basis.
2. Consider the establishment of a Citizens' Advisory Committee that would assist the Department with public outreach, review and help update the Comprehensive Plan, help formulate budget priorities, review plans for new/renovated facilities.
3. Encourage the formation of a Friends of the Parks Committee to act as an advocate for parks, increase the public's awareness of the value and function of parks in the City, and possibly assist in the design process.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public
Works/Planning Board City Council
Supporting Agencies: Local Agencies, Institutions and
Businesses/School Department/School Committee
Ongoing

POLICY 7

(RECREATION AND OPEN SPACE)

Promote integrated greenbelts, walkways and recreational trails to link City parks, recreation areas, and open spaces.

STRATEGIES:

- A. Promote a City-wide network of off-road linkages for non-motorized recreational use.

1. Prepare a City-wide plan which evaluates all existing pathways, parks and recreation areas, and major open spaces, and determine the feasibility of potential pedestrian and bicycle linkages to tie them into a unified whole.
2. In a proposed trail system, differentiate between trails suited for pedestrian only, bicycle, and combined uses, and designate appropriate uses clearly.
3. Research liability issues related to trail development on private property. A standard easement should be developed and made available to property owners to facilitate the creation of a city-wide system.
4. Develop a long-term strategy to incorporate stream corridors as part of the linkage plan, since they naturally serve as corridors that connect the outer areas of the City with the riverfront and the inner city.
5. Work with Central Maine Power Company during the FERC relicensing procedures to develop linear recreational opportunities along the Androscoggin River and transmission rights-of-way where feasible.
6. Take every available opportunity to establish co-easements with utilities and private landowners for pedestrian trail use along rights-of-way.
7. Develop pedestrian and bicycle trails along abandoned railroad lines wherever possible.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public
 Works/Planning Board/City Council
 Supporting Agencies: Androscoggin Land Trust/CABPAC/FERC
 Ongoing

- B. Provide recreational opportunities for motorized vehicles in designated trail locations in the City.

1. Work with Central Maine Power Company and private clubs (e.g., snowmobilers) to develop and monitor recreational trails along transmission rights-of-way where feasible.
2. Designate areas in the less populated sections of the City for snowmobile and dirt bike use so that motorized vehicles do not use trails intended for

pedestrian use, sanctuaries such as Thomcrag or Garcelon Bog and other environmentally sensitive areas.

- 3. Work with the ATV coordinator at the Maine Department of Conservation who has done some preliminary planning for ATV routes in Lewiston.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public
Works/Planning Board/City Council
Supporting Agencies: Androscoggin Land
Trust/CABPAC/FERC/Maine Department of Conservation
Ongoing

- C. Provide pedestrian connectors with Auburn and other neighboring communities.

- 1. Cooperate with the Androscoggin Land Trust in their plans for a Greenways Project along the Androscoggin River.
- 2. Continue to support the development of the railroad trestles as links between Lewiston and Auburn.
- 3. Establish a pedestrian loop at the falls to connect major open spaces in Lewiston and Auburn utilizing Longley Bridge.
- 4. Locate trails that interconnect to abutting towns and to the larger natural systems in the area.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public
Works/Planning Board/City Council
Supporting Agencies: Androscoggin Land
Trust/CABPAC/FERC/Maine Department of Conservation
Ongoing

Develop a comprehensive funding strategy for recreation programs and facilities.

STRATEGIES:

- A. Continue to use local monies budgeted for Parks and Recreation as efficiently as possible.
1. Coordinate the comprehensive planning for new/renewed parks and other facilities with the ongoing LCIP and budget-setting process of the Recreation Department.
 2. Track expenditures and income for all major programs to determine which are most cost-effective in terms of dollars spent and people served.
 3. Consider operation and maintenance costs when anticipating purchase of new land for recreational purposes.
 4. Make more programs self sufficient by the use of participation fees or voluntary offerings. Get input from Advisory Committee for fee setting.
 5. Consider establishing a land acquisition reserve account to fund future land purchases.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public
Works/Planning Board/City Council
Supporting Agencies: Advisory Committee/ Androscoggin
Land Trust
Ongoing

- B. Continue to seek funding from applicable State and Federal sources.
1. Participate in Federal and State matching grants programs Urban Parks and Recreation Recovery (UPARR), Land and Water Conservation Fund (LAWCON), trails development program to acquire and develop recreational facilities.

2. Develop a Recovery Action Plan (RAP) from the Comprehensive Parks and Recreation Plan for making application for UPARR funding.
3. Apply for funding through any available State bond issues.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public
Works/Planning Board/City Council
Supporting Agencies: Advisory Committee/ Androscoggin Land
Trust/Department of Conservation
Ongoing

C. Continue to investigate additional sources of monies from local donations and charitable trusts.

1. Establish a gift catalogue coordinated with the comprehensive plans for each of the parks to solicit donations of goods and services from the general public, service groups, and local businesses.
2. Encourage local businesses and private institutions to fund specific recreation activities or improvements and give appropriate public recognition to all donations.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public
Works/Planning Board/City Council
Supporting Agencies: Advisory Committee/ Androscoggin Land
Trust/Local Businesses and Private Institutions
Ongoing

POLICY 9

(RECREATION AND OPEN SPACE)

Create opportunities for water access and water-oriented recreation.

STRATEGIES:

- A. Pursue opportunities which will provide greater physical and visual access to the Androscoggin River.

1. Support efforts to continue to improve water quality in the Androscoggin River to make it more appealing and usable for public recreation.
2. Continue to work with Central Maine Power Company to develop and monitor recreational opportunities along the Androscoggin River (e.g., public access and picnic sites off Switzerland Road).
3. Cooperate with the Androscoggin Land Trust in their plans for a greenways project along the Androscoggin River.
4. Pursue the policy stated in the Comprehensive Plan to study the riverfront to determine its potential for recreational use and to identify potential sites for public access and recreation.
5. Support the Twin Cities Riverfront Plan and develop a riverfront pathway system from Veteran's Bridge to South Bridge.
6. Support the efforts of the Department of Conservation as they develop plans for the newly acquired river frontage on the Androscoggin River in Turner.

RESPONSIBILITY/DATE

Recreation Department/Development Department/Public

Works/Planning Board/City Council

Supporting Agencies: Androscoggin Land Trust/Department of Conservation/CMP

Ongoing

B. Pursue opportunities for public recreation facilities on No Name Pond.

1. Continue to monitor water quality and pursue efforts to upgrade water quality in No Name Pond.
2. Investigate the technical / environmental / financial feasibility of developing City-owned land on No Name Pond as a water-oriented park. If the land is not suitable as a municipal park, other options for the land should be explored (e.g., leasing it to a civic group, limited development activity).

3. Investigate future opportunities for acquisition and use of the beach area of the former Montagnard Club property near No Name Pond.
4. Explore the acquisition of land or easements for some limited parking along No Name Pond Road to provide better public access.

RESPONSIBILITY/DATE

Development Department/Recreation Department/Public
Works/Planning Board/City Council
Supporting Agencies: Private Developers/Civic Groups
Ongoing

POLICY 10

(RECREATION AND OPEN SPACE)

Develop strategies for protection of open space and areas of significant visual and scenic value, and to create new open space which will serve the future needs of Lewiston residents.

STRATEGIES:

- A. Develop an Open Space plan for the City, examining existing open space resources and developing a strategy to preserve their intrinsic character in light of future growth. This plan should provide guidance to ensure long-term continuity for recreational, visual, or habitat preservation purposes.
 1. Review all City Ordinances to determine how effective they are in accommodating open space preservation and protection of scenic resources.
 2. Review proposals for open space and/or recreation land dedications in new subdivision and commercial development for their value as part of an Open Space network.
 3. Evaluate tax-acquired properties for their potential as preserved open space for recreational or environmental preservation purposes.
 4. Target suitable land for future city acquisition for parks and recreational facilities, schools, fire stations, or other municipal functions.

5. Work with the Maine Olmsted Alliance on the development of the state-wide inventory of parks and other designed spaces.

RESPONSIBILITY/DATE

Development Department/Recreation Department/Public

Works/Planning Board/City Council

Supporting Agencies: Androscoggin Land Trust/

Maine Olmstead Alliance

Ongoing

TRANSPORTATION

Perhaps no one issue affects the development pattern of a city more than its transportation system. The recent public debate centered over the Webster Road Connector project clearly indicates how important the Comprehensive Plan can be when debating an issue that relates to natural resource protection and transportation as well as economic development and residential neighborhood protection, all at the same time. The resolution of this issue by the City Council and MDOT, balancing these sometime competing yet valid social issues and concerns, was an example of city government working, assisted by the comprehensive planning process.

Recent development patterns, some spurred on by our existing zoning ordinance and Comprehensive Plan, have consumed much of the capacity of our arterial streets and required public services to be brought to the outskirts of our community. These patterns have helped make the single-occupant vehicle the favored mode of transportation, with 73% of our commuters driving to work alone.

However, recent changes to laws and funding priorities best exemplified by the federal Intermodal Transportation Efficiency Act (ISTEA), and the state's Sensible Transportation Policy Act have enabled Lewiston to better focus on alternative transportation systems, public transportation options, Traffic Demand Management (TDM) and access management, to deal effectively with our transportation issues.

ALTERNATIVE TRANSPORTATION

Our region has created the first Comprehensive Bicycle and Pedestrian System Plan in the state, primarily through the work by the Citizens Of the Androscoggin Bicycle and Pedestrian Advisory Committee (CABPAC). We are aggressively pursuing the creation of bicycle and pedestrian systems throughout the City to provide an alternative commuter and recreation network for this mode of transportation. The conversion of the Lewiston-Auburn Railroad Bridge to a bicycle and pedestrian bridge provides a hub for the system. We are now in the design stages of the Downtown Riverfront Bicycle and Pedestrian System, linking the river with other areas of the City, including abandoned rail lines suitable for rails-to-trails development. This system will help the City in its efforts to bring people downtown to live, work, recreate and help in our downtown revitalization efforts. It is also expected to bring tourists to our community, making Lewiston more of a destination place rather than just a pass-through city.

TURNPIKE ACCESS

The City has also prioritized the creation of another turnpike access location. Obviously, the location of a new access will help provide better access to land in that area, affecting its future development potential. However, the impact on residential neighborhoods, potential wetland and other natural resource impact issues, and the necessary extension of utilities must be considered when designating any area for new commercial/industrial growth.

RAIL SERVICE

When the last Comprehensive Plan was developed in 1986-1987, rail service was seen as a fading mode of transportation. Service on many lines were being reduced; some lines were discontinued; others were abandoned, with the rails and ties being removed. The future of rail transportation in the area was questionable at best. However, changes were on the horizon. Rail transportation began to pick-up. The City lost a major industrial development due in part to the lack of rail access to potential sites. Discussions of the reestablishment of passenger rail service to Maine, including eventually to Lewiston, lead to funding possibilities. Auburn's multi-modal and safe-handling facility has proved to be an impetus to economic development. With this in mind, it is critical for Lewiston to work with both the state and the private railroads to continue to provide the possibility for rail access to the City and to explore the feasibility of re-establishing rail access where it has been discontinued. (See Appendix G). As with any type of development within the City, care should be given to protecting residential neighborhoods and environmental resources, as well as assuring the feasibility of necessary infrastructure improvements, before designating land to be developed for commercial or industrial uses. Rail has proven to be an important and cost effective mode of transportation, for many types of goods, and the City should explore possible markets for freight forwarding distribution that can utilize rail. Also, the City should work with the State to acquire abandoned rail lines for alternative transportation systems as recommended in the Bicycle and Pedestrian Plan.

AIR TRANSPORTATION

The cities should do what is necessary to promote and expand service for both passenger and cargo flights into the Auburn-Lewiston area. Due to expected limited federal funds to assist expansion at the Airport until the turn of the century, the cities must focus their attention to the necessary maintenance and operations to keep the Airport functioning properly. Efforts to attract private businesses to the Airport should be increased in order to expand commercial and industrial utilization.

PUBLIC TRANSPORTATION - BUS SERVICE

Trips on fixed-route bus service once exceeded over half a million per year in the twin cities. Riders last year was less than 200,000. Obviously, societal changes as discussed earlier have played a role in the dramatic drop. The region must adopt an aggressive strategy to revitalize our public transportation system. The benefits are manifold: reduced use of single occupied vehicles; less consumption of natural resources; less air pollution; less traffic; less parking required.

The City must be committed to securing the necessary resources to create a meaningful public transportation system. Special emphasis should be placed on improving service to those traditionally under served including the elderly and mobility impaired.

GOALS, POLICIES, STRATEGIES

TRANSPORTATION

GOALS:

- 1. Create an Integrated Multi-Model Metropolitan Transportation System, which:
 - a. Moves people and goods safely and efficiently throughout the metropolitan area.
 - b. Provides safe and convenient access for all users.
 - c. Is consistent with all relevant federal, state and local governmental laws needed for implementation.
 - d. Is consistent with the community's land use, social, economic and energy conservation goals and objectives.
 - e. Promotes more efficient use of the existing transportation system.
 - f. Promotes continuous safe, accessible routes for bicycle and pedestrian transportation in the region.
 - g. Promotes the development of transit markets that provide residents with a realistic alternative to the automobile.
 - h. Promotes coordination between land use and transportation.

- 2. Continue to support the comprehensive transportation planning process that is carried out by LACTS which will:
 - a. Support the region's Long-Range Transportation Plan;
 - b. Develop its capital plan known as the Transportation Improvement Program (TIP), every two years;

- c. Provide Administrative and financial services to the fixed-route public transit system.
- d. Supports alternative transportation such as bicycling, walking, rideshare, vanpools etc.

POLICY 1

(TRANSPORTATION)

Creation of an Integrated Multi-Modal Metropolitan Transportation System.

STRATEGIES:

- A. To minimize travel time and delay so that peak-hour levels of service are improved.
 - 1. Improve and promote better traffic management techniques that will contribute to the safety of travelers.
 - 2. Improve the performance of existing highway and transit systems through Transportation Systems Management (TSM) and Travel Demand Management (TDM).
 - 3. Increase the percentage of person-trips made on modes other than the single-occupant vehicle (SOV).
 - 4. Provide mobility for the elderly and mobility impaired.
 - 5. Increase revenue passenger miles, on-time performance, and trips completed for transit during peak hours.
 - 6. Provide for pedestrian, bicycle and transit access.
 - 7. Reduce air pollution emissions.
 - 8. Improve transportation services provided to those traditionally under served by the transportation system.
 - 9. Integrate the Maine Turnpike's bridge crossing of the Androscoggin River into the metropolitan transportation system.

RESPONSIBILITY/DATE

Development Department/Public Works/Planning Board/City
Council *Supporting Agencies:* LACTS/CABPAC/MDOT/Maine
Turnpike Authority
Ongoing

- B. Explore use of existing rail service for possible increased utilization and study the economic feasibility of reestablishing discontinued/abandoned rail service, acknowledging the cost effectiveness and efficiency of rail service for many goods.

RESPONSIBILITY/DATE

Development Department/Public Works/Planning Board/City
Council
Supporting Agencies: LACTS/CABPAC/MDOT/Maine Turnpike
Authority/Private Sector
Fall, 1997

POLICY 2

(TRANSPORTATION)

Provide a sound financial plan that maximizes the total anticipated resources available to achieve the integrated multimodal transportation system for the LACTS area.

STRATEGIES:

- A. Provide a reasonable cost estimate of the total transportation need within the LACTS area.
- B. Identify and seek all federal, state and local government funding opportunities for the development of this transportation system.
- C. Maximize the use of private funding for transportation improvements.
- D. Provide a reasonable estimate of resources that will be available to develop and operate the planned integrated multi-modal transportation system.
- E. Ensure that sufficient resources will be available to build and operate the planned transportation system.

RESPONSIBILITY/DATE

Development Department/Public Works/Planning Board/
City Council
Supporting Agencies: LACTS/CABPAC/ MDOT/Maine Turnpike
Authority/Private Sector
Ongoing

POLICY 3

(TRANSPORTATION)

Work with the MDOT and MTA to pursue potential locations for additional access to the turnpike that will provide for economic development and that will not create significant adverse impact to residential neighborhoods and natural resources such as wetlands.

RESPONSIBILITY/DATE

Development Dept/Public Works/Planning Board/City Council
Supporting Agencies: LACTS/CABPAC/ MDOT/Maine Turnpike
Authority/Private Sector
Spring, 1997

POLICY 4

(TRANSPORTATION)

Continue to pursue the early completion of the circumferential route through area near Garcelon Bog linking Russell Street with Exit 13 via the Webster Street Connector, unless a more appropriate alternative can be identified, in order to remove through traffic from the in-town street network and residential neighborhoods. Care should be taken to preserve and protect as much as possible the natural features of Garcelon Bog and its environs as well as to protect adjacent residential areas from significant adverse impact.

STRATEGIES:

- A. Appropriate the funds as indicated in the FY98 Lewiston Capital Improvement Program to undertake the required environmental assessment for the Webster Street Connector (access road from Webster Street to Farwell Street).
- B. If the project is deemed to be feasible, actively pursue the necessary state and federal permits required and develop a process for adequate public input for the design and construction.
- C. Commence construction of the project based on the availability of funds.

Section
5

Parks and Recreation Comprehensive Plan

A Component of the City's Comprehensive Plan

**Lewiston, Maine
1993**

This plan is the result of many months of dedicated effort by:

The Lewiston Parks and Recreation Advisory Committee

Burnie Eveleth, Chair and Sports Enthusiast
Mark Andrews, Maine Independent Living Services
Paul Boudreau, Highway Superintendent, Lewiston Public Works
Martha Bruenig, YWCA
Jim Casson, FLY Football
Joan Collins, Citizen at Large
Larry Dehetre, Captain, Lewiston Police Department
Andy Despres, YWCA, Connect Project
Laurent F. Gilbert, Chief, Lewiston Police Department
Lincoln Hayes, L/A Soccer
Susan Hayward, Thorncrag Sanctuary
Bill Johnson, Sports Enthusiast
Kay Keene, Western Maine Area Agency on Aging
Denis Latulippe, Recreation Advocate
Bonnie Lounsbury, Androscoggin Land Trust
Fern Masse, Athletic Director, Lewiston High School
Phil Nadeau, South Lewiston Little League
Janice Plourde, Elementary Education Director
Normand Poulin, City Council, Ward 4
George Purgavie, Bates College
Ronald Russo, Elliot Little League Association
Roger Theriault, Central Maine Civic Center
James Tracey, Assistant Superintendent of Schools

City Staff

Margaret Chisholm, Parks and Recreation Department Director
Jim Lysen, Planning Director
Mark Adams, Assistant to the City Administrator

Citizens of Lewiston

Thanks and recognition to the many citizens who involved themselves in the focus groups and neighborhood meetings held throughout the City. (See Appendix for complete listing of participants.)

Consultants

Terrence J. DeWan & Associates

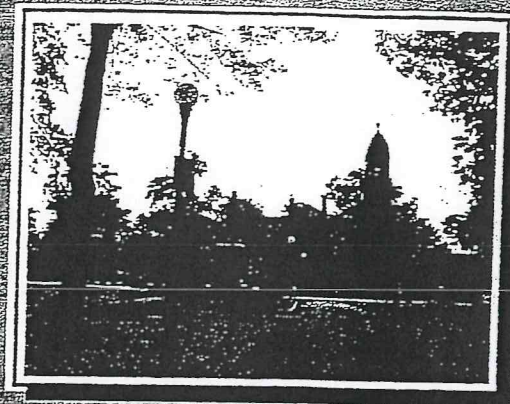
Landscape Architects and Planners, Yarmouth, Maine

Market Decisions, Inc.

Research and Planning, South Portland, Maine

Submitted to the Lewiston City Council, September 21, 1993

<u>ACTION SUMMARY</u>	<u>RESPONSIBLE PARTY OR DEPT.</u>	<u>FUNDING SOURCE</u>	<u>TIME FRAME</u>
Evaluation for future community facilities:			
A. Evaluate complete space potential and expansion possibilities of existing indoor facilities	Parks & Rec. w/ CD	CD	Short - Medium
B. Depending on above evaluation, investigate potential site for new indoor facility to include a gym if necessary	Parks & Rec. w/ CD		Medium - Long
C. Evaluate need and siting for teen center	Parks & Rec. w/ CD		Short - Medium
D. Evaluate issues relating to development of a skateboard park, including liability, safety, location and access	Parks & Rec. w/ CD		Short - Medium
E. Evaluate land at Cote Street for recreation potential (topo, wetlands, access, etc)	Parks & Rec. w/ CD		Medium - Long
F. Evaluate the large tax-acquired parcel on the east side of No Name Pond for its feasibility as a water-oriented park or camping area	Parks & Rec. w/ CD		Short - Medium
4. <i>Linkages and trails</i>			
A. Continue working on a joint Lewiston/Auburn committee to develop bicycle and trail system plan	Planning w/ Parks & Rec.		Ongoing - Short
B. Expand network of pedestrian/ cycling linkages between rec. facilities and residential areas within the City: (see also under previous section recommendations for each rec.area)	CD w/ Parks & Rec.	Fed/State - ISTE (also City budget)	Ongoing - Long
• Sidewalk/shoulder/bike path construction from Franklin Pasture to downtown			
• Sidewalk/pathway connections between Marcotte Park, MPC, FP and downtown			
• Sidewalk/shoulder construction to connect Martel School with residential areas off Lisbon St.			
• Walking path connections from Sunnyside Park to downtown along riverfront			
C. Develop off-road linkages between Lewiston and neighboring communities	CD w/ Parks & Rec.	"	Ongoing - Long
D. Develop riverfront pathway system according to Riverfront Plan	CD w/ Parks & Rec.	"	Ongoing - Long
E. Extend paved shoulder in the Central-College St. loop, and continue to downtown to link Bates w/ downtown	CD w/ Parks & Rec.	"	Short
F. Develop trails between Montello School and Thorncrag Sanctuary	Parks & Rec. w/ Schools	Donations/vol.	Short - Medium
G. Continue to develop railroad trestle connection with City of Auburn and to link into riverfront trails & to downtown	CD	ISTEA	Ongoing - Short
H. Develop trails for motorized vehicle use (snowmobile, ATV)	Private	Private	Medium - Long



Downtown Master Plan for the City of Lewiston, Maine

October 1999

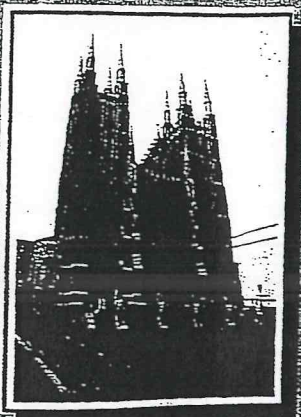
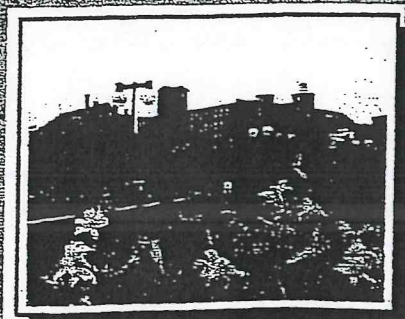
Prepared by
The Mayor's Downtown Renaissance Task Force
and the City of Lewiston

in association with

RKC Associates, Inc.
Durham, NH 03824

and

OPST Associates, Inc.
South Portland, ME 04106



Centre Ville - District Specific Actions

Goal: Develop as a mixed use commercial, cultural and residential downtown center. Preserve and restore historic buildings and initiate economic revitalization through increased occupancies of downtown properties. This District contains 85 properties; 11.3 acres and 703,800 SF of building. It is 34% vacant; provides \$457,800 in taxes and contains 576 parking spaces.

Term	Recommended Actions and Comments	Lead Responsibility	Potential Cost(s)	Source of Funds
Short Term 1 to 2 years	Establish a demolition schedule for an estimated 45,000 SF of building.	City of Lewiston	\$225,000	Bonding, General Funds and CDBG
	Improve streetscape, parking amenities.	City of Lewiston	\$5,000	Bonding, General Funds and CDBG
	SITE 1 - Pocket Park - Acquisition Construction (2,500 SF)		\$25,000	
	SITE 2 - Pocket Park "A" -Acquisition Demolition Construction (10,000 SF)		\$45,000	
	SITE 2 - Pocket Park "B" -Acquisition Construction (2 @ 2,500 SF each)		\$50,000	
	Increase storefront occupancies, consider financial incentives including matching grant funds for facade and fit-out (exterior, interior work); empowerment funds; and, owner initiated low-rent moratorium.	LMRC, DDMgr, Property Owners and Empower Lewiston	\$100,000	CDBG, Matching Grant Funds, Empower Lewiston
Medium to Long Term 3+ years	Increase first floor retail uses/tenants, possibly around a Franco-American theme, utilizing matching grants program.	L/A Excels, Forum Francophone des Affairs, LMRC and DDMC	\$25,000	To be determined
	Explore re-establishing elevator funding program and use in conjunction with the matching grants program.	City of Lewiston, DDMC and State	To be determined	Local/State Matching Grant Funds
	Work with Lewiston Housing Authority to establish funding for upper story residential rental housing.	LHA and DDMC	To be determined	State/Local/ Federal Funding
	Create pedestrian connector(s) to the Mill and Riverfront districts.	City of Lewiston, Cities of the Androscoggin Bicycle and Pedestrian Advisory Committee (CABPAC)	\$220,000	Local/State/ Federal Funding including ISTEATEA-21
Development Options	Keep parking plan updated. Pay particular attention to maintain available parking for retail customers.	City of Lewiston	To be determined	Local/State/ Federal Funding
	Consider various development alternatives for meeting future parking needs including:	Lewiston/Auburn Transit Committee (LATC)		State and Federal Grants
	Establishing trolley system.			
	Building parking garages on Canal Street.			
	SITE 1 - 2 Deck Parking - Acquisition Construction (150 spaces)	City of Lewiston and Empower Lewiston	\$110,000 \$1,500,000	Bonding and Empower Lewiston
	SITE 2 - 2 Deck Parking - Acquisition Demolition Construction (550 spaces)		\$680,000 \$95,000 \$5,500,000	Bonding and Empower Lewiston
	Developing multiple use parking facilities serving the Mill District, Centre Ville, and Courthouse Plaza, as well as daytime and evening downtown populations, employees, residents.	City of Lewiston, Empower Lewiston and L/A Excels		Bonding and Private Foundations

Courthouse Plaza - District Specific Actions				
Goal: Develop as the professional, legal and financial center of downtown. This District contains 60 properties; 13.1 acres; and 680,600 SF of buildings. It is 24% vacant; generates \$645,000 in taxes and contains 546 parking spaces.				
Term	Recommended Actions and Comments	Lead Responsibility	Potential Cost(s)	Source of Funds
Short Term 1 to 2 years	• Continue to monitor Courthouse project, lobby for it and promote its achievements/contributions.	City of Lewiston and MDRTF	None	
	• Develop new courthouse, open space and associated parking in a flexible manner within the District.	State of Maine	\$5,000,000	State
	Build the new Courthouse Year One - Acquisition, Demolition, Construction	City of Lewiston	\$930,920	Bonding
	Year Two - Acquisition, Demolition, Construction		\$676,689	Bonding
	• Add landscaping to existing municipal parking lot, enhance exterior buffering, screening.	City of Lewiston, Public Works	To be determined	Bonding
Medium to Long Term 3+ years	• Study possible closing of Lisbon Street from Main Street to Chestnut Street.	City of Lewiston, Public Works	To be determined	
	• Continue to develop new Courthouse. Also add streetscape improvements and new street lighting. Year Three - Acquisition, Demolition, Construction	City of Lewiston	\$1,823,599	Bonding
	• Monitor street maintenance and cleanliness.	DDMC	To be determined	

Main Street - Medical - District Specific Actions				
Goal: Continue to develop as business and medical district while preserving the historical integrity of the building stock. This District contains 122 properties; 15.2 acres and 756,100 SF of buildings. It is 21% vacant; generates \$566,000 in taxes and has 299 parking spaces.				
Term	Recommended Actions and Comments	Lead Responsibility	Potential Cost(s)	Source of Funds
Short Term 1 to 2 years	• Improve streetscape amenities.	City of Lewiston	\$5,000	General Funds and CDBG
	• Conduct appropriate studies or support existing efforts/initiatives for the reuse of the former Knapp Shoe building.	MDRTF and DDMgr	\$25,000	General Funds
	• Study feasibility of the location of a State office building.	MDRTF and DDMgr	\$25,000	General Funds

Mill District - District Specific Actions				
Goal: Continue to develop as major employment center in the downtown. This District contains 55 properties; 31.6 acres and 1,435,500 SF of buildings. It is 49% vacant; generates \$291,000 in taxes and contains 684 parking spaces.				
Term	Recommended Actions and Comments	Lead Responsibility	Potential Cost(s)	Source of Funds
Short Term 1 to 2 years	• Continue development efforts at Bates Mill including parking (allowing for landscaping and buffering).	LMRC and Private Developers	To be determined	Bonding and Private Funds
	• Evaluate feasibility of an arts/cultural complex in the Bates Mill.	L/A Excels and L/A Arts	\$25,000	L/A Excels and State/Federal Grants
	• Develop cost-benefit analysis and strategic parking plan which weighs alternatives of full buildout and parking needs against open space and urban landscape. Consider use of trolley system, multi-use parking destinations serving Canal and Lincoln Street, alternative parking (Mill #5), and additional Mill District demolitions.	City of Lewiston and LATC	None	
	• Create more green space and open space, with linkage between them.	City of Lewiston and Parks & Recreation Department	To be determined	
Medium to Long Term 3+ years	• Night illumination (small flood spots) of Bates Mill from Canal Street view.	LMRC	\$5,000	General Funds and CDBG
	• Consider creating a "canal walk" atmosphere around the District.	L/A Excels and CABPAC	To be determined	State/Federal Grants
	• Consider limited expansion of canal system in this district to stimulate developer demand (views of river, quick access to bridge, etc).	City of Lewiston	To be determined	
	• Evaluate feasibility of a community college in the Bates Mill.	LMRC, MDRTF and L/A College	\$25,000	Bonding
	• Evaluate feasibility of artists lofts in the Bates Mill.	LMRC, MDRTF, L/A Excels and L/A Arts	\$25,000	Bonding and Private Funding

Residential - District Specific Actions				
Goal: Transition to more owner occupied housing with less density into a mixed income, mixed use neighborhood. Foster a sense of community and place through neighborhood meeting/gathering places, cultural places and services. The District contains 337 properties; 63.6 acres and 1,801,100 SF of buildings. It is 31% vacant, generates \$869,000 in taxes and contains 838 parking spaces.				
Term	Recommended Actions and Comments	Lead Responsibility	Potential Cost(s)	Source of Funds
Short Term 1 to 2 years	<ul style="list-style-type: none"> Establish a demolition schedule for an estimated 225,000 SF of building (approximately 150 units) Create flexible zoning requirements to reduce density where desired and to direct development where appropriate. Work with Lewiston Housing Authority (LHA) to establish funding sources and partnership(s). 	City of Lewiston, Empower Lewiston and LHA	\$1.1M	Bonding, CDBG and Empower Lewiston
		City of Lewiston, Planning Board and City Council	None	
		LHA, Empower Lewiston and City of Lewiston	To be determined	HUD, local charities & Empower Lewiston
Medium to Long Term 3+ years	<ul style="list-style-type: none"> Consider developing a pilot project to acquire properties, assemble lots, in order to develop parking, green space, owner occupied housing opportunities. Explore reuse potential of former St. Dom's/ St. Peter's campus for establishing artist colony or workshop/gallery space, children's museum, assisted living, neighborhood center or educational facility. 	Private sector with incentives and City of Lewiston, LHA and Empower Lewiston	To be determined	Local/State/Federal Funding
		L/A Arts, L/A Excels and Portland (ME) Catholic Diocese	\$50,000	Bonding, State/Federal /Local Grants and Private Funds

Riverfront - District Specific Actions				
Goal: Develop as a recreation, employment and middle income housing area, using the Androscoggin River as an amenity. This District contains 151 properties; 35.7 acres; 758,700 SF of buildings. It is 48% vacant; generates \$279,000 in taxes and contains 196 parking spaces.				
Term	Recommended Actions and Comments	Lead Responsibility	Potential Cost(s)	Source of Funds
Short Term 1 to 2 years	<ul style="list-style-type: none"> Establish a demolition schedule for an estimated 50,000 SF of building. Complete "bike path" and link with district(s). Expand proposed Railroad Park to include more acreage and encourage both passive/active recreation use (theater/performance area, multi-use athletic fields). Consider relocation of a portion of the City Parks and Recreation Department to the Riverfront. Create new civic entity to manage programming and budgeting at Railroad Park. Add restrooms, police precinct and a performance stage with lighting to Railroad Park. 	City of Lewiston	\$250,000	Bonding, CDBG
		City of Lewiston, LA Excels and CABPAC	\$200,000/yr.	ISTEA/TEA-21 & Bonding
		Parks & Recreation Dept., City of Lewiston and L/A Railroad	To be determined	L/A Railroad and General Funds
		City of Lewiston, Parks & Recreation Dept.	To be determined	
		MDRTF, LMRC, Parks & Recreation Dept., CABPAC and L/A Railroad	To be determined	
		City of Lewiston and L/A Railroad	To be determined	
Medium to Long Term 3+ years	<ul style="list-style-type: none"> Create more green space and open space, with linkage between them. Targeted new business growth such as restaurants and farmer's market, etc.. Develop more upscale residential housing as opportunities present themselves. Consider conversion of Continental Mill, or other appropriate mills, to housing if they become available. Explore the potential for canoeing, boating and related activities on the river. 	City of Lewiston, Parks & Recreation Dept., and CABPAC	To be determined	
		L/A Economic Growth Council and LMRC	To be determined	
		Private sector with incentives and City of Lewiston	To be determined	Private Sector Funding
		City of Lewiston	To be determined	Private Sector Funding
		MDRTF, LMRC, Parks & Recreation Dept. and L/A railroad	To be determined	State/Federal Funds

Southern Gateway - District Specific Actions				
Goal: Define District as attractive gateway entrance with boulevard treatment and sites for future development. This District contains 44 properties, 23.4 acres and 549,300 SF of buildings. It is 40% vacant; generates \$127,7000 in taxes and contains 100 parking spaces.				
Term	Recommended Actions and Comments	Lead Responsibility	Potential Cost(s)	Source of Funds
Short Term 1 to 2 years	• Establish a demolition schedule for an estimated 90,000 SF of building.	City of Lewiston	\$450,000	Bonding
	• Streetscape - continue landscaping and lighting consistent with upper Lisbon Street.	City of Lewiston	\$50,000 to \$100,000	Bonding
	• Evaluate feasibility of creating an urban renewal district in this area.	MDRTF, LMRC, City of Lewiston and DDMC	\$50,000	Bonding
	• Paint side of Public Theatre as mural.	L/A Arts, Public Theatre	\$2,500	Non-Profit Org.
Medium to Long Term 3+ years	• Gateway - create esplanade treatment along Lisbon Street similar to Main Street.	City of Lewiston	To be determined	General Funds
	• Consider developing parking and a truck terminal site, with bakery, on the block bounded by Birch, Maple, Lisbon and Park Street(s).	Private sector and City	To be determined	EDA, DOT, Private Sector
	• Discuss reorienting historic brick structures to face Maple Street and for possible use by Public Theatre.	Historic Preservation Review Board	To be determined	
	• Consider the acquisition of food bank property to assemble with other properties in order to improve gateway entrance and encourage new development.	City of Lewiston	To be determined	
	• Further study the costs and feasibility of reorienting traffic flows along Lisbon, Canal and Park Street(s).	City of Lewiston and DOT	To be determined	

Western Gateway - District Specific Actions				
Goal: Develop as attractive, viable entryway into the City. This District contains 50 properties, 30.6 acres; 534,000 SF of buildings. It is 20% vacant; generates \$209,400 in taxes and contains 92 parking spaces.				
Term	Recommended Actions and Comments	Lead Responsibility	Potential Cost(s)	Source of Funds
Short Term 1 to 2 years	• Establish a demolition schedule for an estimated 50,000 SF of building.	City of Lewiston	\$250,000	General Funds and CDBG
	• Work in conjunction with Auburn to bring about a hotel/conference center complex in the downtown area.	City of Lewiston, City of Auburn, L/A Excels and L/A Together	To be determined	Bonding, L/A Excels and Private Sector Funding
Demolition	• Consider properties adjacent to Mill #5 and Main Street as a redevelopment site or for a boulevard treatment and greenway entrance.	City of Lewiston	\$500,000	Bonding
	• Consider acquisition of Libbey Mill, Cowan Mill and relocation of Central Maine Power Company for future development site. This site could be used for hotel, offices, restaurant or housing.	City of Lewiston, L/A Excels, Private Sector	To be determined	
	• Evaluate usage of Mill #5 as a possible parking structure.	LMRC, City of Lewiston	To be determined	State and Private Sector Funding
	• Evaluate feasibility of reusing the Empire Theater when new State legislation has been passed.	City of Lewiston, State and Private Sector	To be determined	

The Mayor's Downtown Renaissance Task Force Members
Kaileigh Tara, Mayor

Joyce Bilodeau, Co-Chair
Rita Dube, Co-Chair
Paul Badeau
Paul Bonneau
Jim Carignan
Claudette Caron
Leighton Cooney
Chuck Gill
Michael Grimmer
Lionel Guay

Barbara E. Labbe
Ray Lagueux
Charles Manning
Susan Mulready
Norm Rousseau
Paul Samson
Donna Steckino
Dick Tardif
Richard Willing
Fredda Wolf

Recommended Overall Actions to Implement the Downtown Master Plan

Action	Responsibility	Estimated Cost	Source of Funds
1. Continue to utilize the Mayor's Downtown Renaissance Task Force (MDRTF) in an advisory/oversight capacity for policy development in the downtown.	City Council	None	None
2. Consider expanding the role of the Lewiston Mill Redevelopment Corporation (LMRC) to include all of downtown. The Development Manager would work for this or a similar entity. Possibly rename the LMRC the Lewiston Downtown Development Corporation. Also, consider designating the entire downtown a TIF district.	City Council and LMRC	To be determined	State/Federal Grants and General Funds
3. Hire an experienced senior level Downtown Development Manager (DDMgr) to function as staff to MDRTF.	City Council and MDRTF	\$80,000	General Funds
4. Work with local banks to establish a low interest loan pool for acquisition and redevelopment of property.	DDMgr	None	Local Banks
5. Establish a matching City grant program for building improvements.	City Council	\$1M	CDBG and Bonding
6. Retain an experienced real estate broker to market downtown properties.	LMRC and DDMgr	\$100,000	General Funds and Commissions
7. Continue the program of acquiring and demolishing blighted, vacant properties in a strategic manner, focusing particularly on opportunities to create new development or to enhance the value of existing properties.	City Council, LMRC and Planning Board	\$1M to \$2M	Bonding, General Funds and CDBG
8. Market vacant, non-strategic City-owned land to developers.	City Council, LMRC, Planning Board and Land Committee	None	-
9. Involve the Lewiston Housing Authority in the implementation of this plan.	City Council and MDRTF	None	-
10. Seek the involvement of private foundations, institutions, local charities and civic organizations in the implementation of various aspects of this plan.	MDRTF, LMRC, L/A Excels and Empower Lewiston	To be determined	Various
11. Develop flexible land use regulations, including parking requirements, space and bulk standards and an expedited review and approval process for the development and adaptive reuse of downtown sites.	Planning Board and City Council	None	-
12. Reduce the level of heavy truck traffic through the downtown. Evaluate the usage of EDA and DOT funds for the possible creation of a truck route adjacent to the downtown.	City Council and Public Works	\$50,000	EDA, DOT and General Funds
13. Evaluate the feasibility of a trolley system versus new parking garages.	MDRTF and LATC	\$25,000	Federal/State Grants and Private Sector
14. Improve the Pedestrian Connection from Courthouse Plaza and Centre Ville to the Riverfront.	City Council, LMRC and CABPAC	To be determined	State Grants, Federal ISTEA/TEA-21 and Bonding
15. Have City Council adopt the downtown plan as a component of the City-wide Comprehensive Plan.	Planning Board, City Council and MDRTF	None	-
16. Undertake the necessary studies as recommended in the District specific actions.	MDRTF, City Council and Planning Board	To be determined	General Funds and Grants
17. Seek Special State Legislation to finance cultural projects.	DDMgr and State Representatives	\$25,000	General Funds
18. Seek a Riverfront District Grant similar to what Augusta, Maine, received (\$600,000).	City Council and State Representatives	-	-
19. Develop and implement an overall marketing program for the downtown.	MDRTF, City Council and DDMgr	\$50,000	General Funds
20. Develop additional cultural programs and activities in the downtown.	L/A Excels, L/A Arts and Recreation Department	\$50,000 to \$100,000	Charitable Foundations, Private Sector, General Funds and Bonding
21. Evaluate the potential usage of SuperPark Legislation/Bonding with Auburn and adjacent communities. This could be used to help fund a hotel/conference center or other similar project of regional significance.	City Development Department, Department of Economic/Community Development and L/A Together	None	-
22. Long term, consider the use of tax increment financing to help fund municipal parking structures.	LMRC, Public Works and City Council	To be determined	EDA and DOT
23. Establish design guidelines for the downtown.	Planning Board, City Council, Historic Preservation Review Board and Public Works	\$100,000	Grants
24. Implement other district specific actions as recommended in the downtown plan.	Varies, refer to District Specific Action Plans	Varies, refer to District Specific Action Plans	Varies, refer to District Specific Action Plans

m. Please explain the 20 year maintenance plan for the project (see Attachment 2, Article II, Section P):

The maintenance plan will be outlined in the feasibility study.

n. **Briefly explain the implementation plan for the project:**
Advertise Date
Begin Construction Date
End Construction Date

Will this work be done as part of another project?

List other partners/participants

The implementation plan, including which a prioritized list of segments, will be determined by the feasibility study. Partners are identified in the Project Description.

Section 4 - Budget Information

Please submit an engineer's cost estimate, if available, or complete this section.

Total Project Cost		\$50,000
Transportation Enhancement Funds Requested		\$40,000
Local Match (minimum 20% of total cost)	20%	\$10,000

Fully describe match and give examples:

The 20% match will be provided by the City of Lewiston through its Local Capital Improvement Program. The City has successfully met its match requirements in other Transportation Enhancement Projects, including Railroad Park, completed in 1999, and the Bates College Bicycle Loop, completed in 2000.

